

NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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GA Min Alt#4	-	5	DQH	-	415
GA Min Rdr#4	-	11	EZM	-	424
GA Min TO#4	-	16	FFC	-	204
09J	-	484	FTY	-	211
15J	-	40	FZG	-	434
16J	-	409	GVL	-	449
17J	-	411	HOE	-	472
18A	-	336	HQU	-	652
19A	-	480	IIY	-	712
27A	-	430	JES	-	487
2J5	-	556	JYL	-	639
3J7	-	454	JZP	-	477
47A	-	339	LGC	-	495
48A	-	371	LHW	-	444
4A4	-	363	LSF	-	437
4A7	-	465	LZU	-	501
4J2	-	572	MAC	-	514
4J6	-	626	MCN	-	520
52A	-	529	MGE	-	531
53A	-	563	MGR	-	567
6A1	-	321	MHP	-	549
6A2	-	459	MLJ	-	552
70J	-	324	MQW	-	545
7A9	-	584	OKZ	-	599
9A1	-	395	OPN	-	643
9A5	-	492	PDK	-	226
ABY	-	43	PIM	-	580
ACJ	-	56	PUJ	-	242
AGS	-	266	PXE	-	574
AHN	-	60	RMG	-	589
AJR	-	390	RVJ	-	586
AMG	-	53	RYY	-	254
ATL	-	70	SAV	-	604
AYS	-	716	SBO	-	633
AZE	-	469	SSI	-	317
BGE	-	299	SVN	-	617
BHC	-	304	TBR	-	630
BIJ	-	308	TMA	-	661
BQK	-	312	TOC	-	668
BXG	-	721	TVI	-	648
CCO	-	197	VAD	-	673
CKF	-	382	VDI	-	696
CSG	-	375	VLD	-	689
CTJ	-	345	VPC	-	351
CWV	-	367	WDR	-	725
CXU	-	332	WRB	-	699
CZL	-	328			
D73	-	560			
DBN	-	419			
DNL	-	286			
DNN	-	405			

GA Mins - Alternates #4	-	5	HAZLEHURST	AZE	-	469
GA Mins - Radar #4	-	11	HOMERVILLE	HOE	-	472
GA Mins - Take-Off #4	-	16	JASPER	JZP	-	477
ADEL	15J	-	JEFFERSON	19A	-	480
ALBANY	ABY	-	JEKYLL ISLAND	09J	-	484
ALMA	AMG	-	JESUP	JES	-	487
AMERICUS	ACJ	-	LAFAYETTE	9A5	-	492
ATHENS	AHN	-	LAGRANGE	LGC	-	495
ATLANTA	ATL	-	LAWRENCEVILLE	LZU	-	501
ATLANTA	CCO	-	MACON	MAC	-	514
ATLANTA	FFC	-	MACON	MCN	-	520
ATLANTA	FTY	-	MADISON	52A	-	529
ATLANTA	PDK	-	MARIETTA	MGE	-	531
ATLANTA	PUJ	-	MC RAE	MQW	-	545
ATLANTA	RYY	-	METTER	MHP	-	549
AUGUSTA	AGS	-	MILLEDGEVILLE	MLJ	-	552
AUGUSTA	DNL	-	MILLEN	2J5	-	556
BAINBRIDGE	BGE	-	MONROE	D73	-	560
BAXLEY	BHC	-	MONTEZUMA	53A	-	563
BLAKELY	BIJ	-	MOULTRIE	MGR	-	567
BRUNSWICK	BQK	-	NASHVILLE	4J2	-	572
BRUNSWICK	SSI	-	PERRY	PXE	-	574
BUTLER	6A1	-	PINE MOUNTAIN	PIM	-	580
CAIRO	70J	-	PLAINS	7A9	-	584
CALHOUN	CZL	-	REIDSVILLE	RVJ	-	586
CAMILLA	CXU	-	ROME	RMG	-	589
CANON	18A	-	SANDERSVILLE	OKZ	-	599
CANTON	47A	-	SAVANNAH	SAV	-	604
CARROLLTON	CTJ	-	SAVANNAH	SVN	-	617
CARTERSVILLE	VPC	-	ST. MARYS	4J6	-	626
CEDARTOWN	4A4	-	STATESBORO	TBR	-	630
CLAXTON	CWV	-	SWAINSBORO	SBO	-	633
COCHRAN	48A	-	SYLVANIA	JYL	-	639
COLUMBUS	CSG	-	THOMASTON	OPN	-	643
CORDELE	CKF	-	THOMASVILLE	TVI	-	648
CORNELIA	AJR	-	THOMSON	HQU	-	652
COVINGTON	9A1	-	TIFTON	TMA	-	661
DALTON	DNN	-	TOCCOA	TOC	-	668
DAWSON	16J	-	VALDOSTA	VAD	-	673
DONALSONVILLE	17J	-	VALDOSTA	VLD	-	689
DOUGLAS	DQH	-	VIDALIA	VDI	-	696
DUBLIN	DBN	-	WARNER ROBINS	WRB	-	699
EASTMAN	EZM	-	WASHINGTON	IIY	-	712
ELBERTON	27A	-	WAYCROSS	AYS	-	716
FITZGERALD	FZG	-	WAYNESBORO	BXG	-	721
FORT BENNING COLUMB	LSF	-	WINDER	WDR	-	725
FORT STEWART	LHW	-				
GAINESVILLE	GVL	-				
GREENSBORO	3J7	-				
GRIFFIN	6A2	-				
HAMPTON	4A7	-				

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ALABASTER, AL

SHELBY COUNTY **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A¹

NA when local weather not available.

¹Category D, 800-2½.

ALBANY, GA

SOUTHWEST GA. RGNL **ILS or LOC Rwy 4**
LOC BC Rwy 22
NDB Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR or TACAN Rwy 16

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J
BRUMLIK FLD **RNAV (GPS) Rwy 23**
NA when local weather not available.

ALEXANDER CITY, AL

THOMAS C RUSSELL FIELD **NDB-A**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

ALMA, GA

BACON COUNTY **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

NAME ALTERNATE MINIMUMS
ANNISTON, AL

ANNISTON
METROPOLITAN **ILS or LOC Rwy 5¹**
NDB Rwy 5²
RNAV (GPS) Rwy 5¹
RNAV (GPS) Y Rwy 23³
RNAV (GPS) Z Rwy 23⁴

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A, B, 1100-2; Categories C, D, 1100-3.

⁴Categories A, B, 1100-2; Category C, 1100-3.

ATHENS, GA

ATHENS/
BEN EPPS **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 2
VOR Rwy 27

NA when local weather not available.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

ATLANTA, GA

DEKALB-PEACHTREE ... ILS or LOC Rwy 20L¹
RNAV (GPS) Rwy 20L²
RNAV (GPS) Rwy 27²
VOR/DME Rwy 20L²
VOR/DME Rwy 27²

¹NA when control zone not in effect.

²NA when local weather not available.

FULTON COUNTY AIRPORT-

BROWN FIELD ILS Rwy 8¹
NDB Rwy 8²⁴
RNAV (GPS) Rwy 26³⁴
RNAV (GPS) Y Rwy 8³⁴
VOR-A⁵

¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

⁴NA when local weather not available.

⁵Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWMAN COWETA

COUNTY RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

PEACHTREE CITY-

FALCON FIELD RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31

NA when local weather not available.

¹Category D, 800-2½.

AUBURN, AL

AUBURN
UNIVERSITY RGNL ILS or LOC Rwy 36
RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ILS or LOC Rwy 17¹
ILS or LOC Rwy 35²³
RADAR-1

NA when control tower closed.

¹ILS, 700-2.

²Categories A,B,C,D, 700-2.

³NA when local weather not available.

DANIEL FIELD NDB Rwy 11
RNAV (GPS) Rwy 11
VOR/DME-B

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL
AIR PARK RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL LOC Rwy 18¹
RNAV (GPS) Rwy 36²
RNAV (RNP) Z Rwy 6³
RNAV (RNP) Z Rwy 24³

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

³NA when local weather not available.

BLAKELY, GA

EARLY COUNTY RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ILS or LOC Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

CANTON, GA

CHEROKEE COUNTY RNAV (GPS) Rwy 22
NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

CARTERSVILLE, GA

CARTERSVILLE LOC Rwy 19¹²
RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19¹
VOR/DME-A³

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2½.

²NA when FBO closed.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

CLAXTON, GA

CLAXTON-EVANS
COUNTY RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

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ALTERNATE MINS

M3

NAME ALTERNATE MINIMUMS

CLAYTON, AL

CLAYTON MUNI RNAV (GPS) Rwy 27
VOR/DME Rwy 27

NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ILS or LOC Rwy 6
VOR-A

NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE NDB Rwy 10
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23

NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

DALTON, GA

DALTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18¹

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

DOTHAN, AL

DOTHAN RGNL ILS or LOC Rwy 14¹
ILS or LOC Rwy 32¹
RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32¹
RNAV (GPS) Rwy 36
VOR or TACAN-A¹

NA when local weather not available.

¹NA when control tower closed.

DOUGLAS, GA

DOUGLAS MUNI RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DUBLIN, GA

W H 'BUD' BARRON RNAV (GPS) Rwy 2¹
RNAV (GPS) Rwy 20¹
VOR-A²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.

FLORALA, AL

FLORALA MUNI RNAV (GPS) Rwy 22

NA when local weather not available.

FORT PAYNE, AL

ISBELL FIELD NDB-A¹
RNAV (GPS) Rwy 4²
RNAV (GPS) Y Rwy 22³
RNAV (GPS) Z Rwy 22

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

²Category C, 800-2½.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL NDB Rwy 33R
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R

NA when local weather not available.

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ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST

ALABAMA RGNL RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36¹
VOR Rwy 6

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

GAINESVILLE, GA

LEE GILMER

MEMORIAL ILS or LOC/DME Rwy 5¹
NDB Rwy 5²
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.

¹ILS, Categories A,B,C, 700-2; Category D,
800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

GREENSBORO, GA

GREENE COUNTY RGNL LOC Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

GREENVILLE, AL

MAC CRENSHAW

MEMORIAL RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

Category D, 800-2½.

GULF SHORES, AL

JACK EDWARDS RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

HALEYVILLE, AL

POSEY FIELD VOR/DME or GPS Rwy 18

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES

FIELD ILS or LOC Rwy 18L¹²⁴
ILS or LOC Rwy 18R¹²⁴
ILS or LOC Rwy 36L¹²⁴
ILS or LOC Rwy 36R¹²⁴
RADAR-1¹³
RNAV (GPS) Rwy 18L⁴⁵
RNAV (GPS) Rwy 18R⁴⁵
RNAV (GPS) Rwy 36L⁴⁵
RNAV (GPS) Rwy 36R⁴⁵

¹NA when control tower closed.

²ILS, Category D, 700-2; Category E, 700-2½.
LOC, Category E, 800-2½.

³Category E, 800-2½.

⁴NA when local weather not available.

⁵Category E, 800-2½.

MADISON COUNTY

EXECUTIVE ILS or LOC/DME Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-2½,
Category D, 900-2½.

LAGRANGE, GA

LAGRANGE-CALLAWAY ... ILS or LOC Rwy 31
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

MACON, GA

MIDDLE GEORGIA

RGNL ILS or LOC/DME Rwy 5¹²
VOR Rwy 13³
VOR Rwy 23⁴

¹NA when control tower closed.

²ILS, Category E, 900-2½. LOC, Category E,
900-2½.

³Category A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

⁴Categories A,B, 1300-2; Categories C,D,
1300-3.

MILLEDGEVILLE, GA

BALDWIN COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

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ALTERNATE MINS

M5



NAME ALTERNATE MINIMUMS

MOBILE, AL

MOBILE DOWNTOWN ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 32²
 RNAV (GPS) Rwy 36²
 VOR Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

MOBILE RGNL ILS or LOC Rwy 14¹
 ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

MONTGOMERY, AL

MONTGOMERY RGNL
 (DANNELLY FIELD) ILS or LOC Rwy 10
 ILS or LOC Rwy 28
 NDB Rwy 10
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28

NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI NDB-A
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.

MUSCLE SHOALS, AL

NORTHWEST
 ALABAMA RGNL ILS or LOC Rwy 29
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

ROME, GA

RICHARD B. RUSSELL ILS/DME Rwy 1¹
 RNAV (GPS) Rwy 1¹²
 RNAV (GPS) Rwy 7¹²
 RNAV (GPS) Rwy 19¹²
 RNAV (GPS) Rwy 25¹²
 VOR/DME Rwy 1¹²
 VOR/DME Rwy 19²³

¹Category D, 800-2¼.

²NA when local weather not available.

³Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SAVANNAH, GA

SAVANNAH HILTON
 HEAD INTL ILS or LOC Rwy 1¹²
 ILS or LOC Rwy 10¹²
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 19
 RNAV (GPS) Z Rwy 28
 VOR/DME-A³
 VOR/DME or TACAN Rwy 1³
 VOR/DME or TACAN Rwy 19³

NA when local weather not available.

¹NA when control tower closed.

²Category D, 700-2.

³Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
 COUNTY RNAV (GPS) Rwy 32
 NA when local weather not available.
 Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY LOC/NDB Rwy 13
 NDB Rwy 13
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME-A

NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI NDB-A¹
 RNAV (GPS) Rwy 9²³
 RNAV (GPS) Rwy 27²³

¹Categories A,B, 1000-2; Category C, 1000-2¼; Category D, 1100-3.

²Category C, 800-2¼; Category D, 1100-3.

³NA when local weather not available.

SYLVANIA, GA

PLANTATION AIRPARK NDB Rwy 23
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

TALLADEGA, AL

TALLADEGA MUNI RNAV (GPS) Rwy 3¹
 RNAV (GPS) Rwy 21¹
 VOR-A²
 VOR/DME Rwy 3¹

NA when local weather not available.

¹Category D, 800-2¼.

²Category C, 800-2¼; Category D, 800-2½.

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ALTERNATE MINS

M5

NAME ALTERNATE MINIMUMS

THOMASTON, GA

THOMASTON-UPSON

COUNTY RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

TROY, AL

TROY MUNI ILS or LOC Rwy 7¹

NDB Rwy 7

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ILS Rwy 4¹²

RNAV (GPS) Rwy 4³

RNAV (GPS) Rwy 11³

RNAV(GPS) Rwy 22³

RNAV (GPS) Rwy 29³

VOR or TACAN Rwy 4¹
¹NA when control tower closed.

²700-2.

³NA when local weather not available.

VALDOSTA, GA

VALDOSTA RGNL ILS or LOC Rwy 35¹

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

VOR Rwy 17

VOR Rwy 35

NA when local weather not available.

¹ILS, LOC, Category E, 900-3.

VIDALIA, GA

VIDALIA RGNL RNAV (GPS) Rwy 24

NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE

COUNTY RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Category D, 800-2¼.

WINDER, GA

BARROW COUNTY NDB Rwy 31

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 31

NA when local weather not available.

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RADAR INSTRUMENT APPROACH MINIMUMS

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV 145

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	17	AB	660 /24	515 (600-½)	C	660 /50	515 (600-1)
		D	660 /60	515 (600-1¼)			
		AB	700 /24	564 (600-½)			564 (600-1)
CIRCLING		D	700 /60	564 (600-1¼)	C	780 -1¼	635 (700-1¼)
		AB	780 -1	635 (700-1)			
		D	780 -2	635 (700-2)			

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29	AB	860 -1	438 (500-1)	C	860 -1¼	438 (500-1¼)
		D	860 -1½	438 (500-1½)			
		AB	920 -1	498 (500-1)			498 (500-1¼)
CIRCLING	11	D	920 -1½	498 (500-1½)	C	920 -1¼	498 (500-1¼)
		AB	920 -1	498 (500-1)			
		D	1020 -2	597 (600-2)			

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

RADAR INSTRUMENT APPROACH MINIMUMS

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA)**ELEV 301**RADAR¹ - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)
(121.1 319.25 341°-020°) ∇ \triangle NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 ²	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 ²		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

¹Vis reduction by copters NA. ²When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.**DOBBINS ARB (KMGE)**, GA (Marietta) (Amdt 2, 10210 USAF)RADAR¹ - Ctc ATLANTA APP CON (E) 121.0 268.7 ∇ **ELEV 1068**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	29 ³	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
			ABCDE	1461/40	393	(400-¾)
ASR	11 ⁴	3.0°/48/1152	AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 ⁵		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR ⁷	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

¹Opr 1200-0400Z++. ²No-NOTAM MP 1300-1530Z++ Mon-Tue. ³When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase RVR to 60 and vis to 1¼ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. ⁶When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. ⁷CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41RADAR - (E) 127.65 143.2 307.125 317.475  NA Pro NA when Hunter Ctl Twr clsd.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
RADAR 1 (SAVANNAH)^{1 2}						
ASR	10 ³		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR ⁴	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)⁵						
PAR	10 ⁶	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

¹Opr 1100-0500Z++. ²Wx radar avbl. ³For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. ⁴Circling NA N of Rwy 10-28 for CAT D. ⁵Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. ⁶Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA)

ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELDRADAR- 125.6 354.1 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36R		AB	1000 -½	405	(500-½)	C	1000 -¾	405	(500-¾)
			DE	1000 -1	405	(500-1)				
	36L		ABC	960 -½	345	(400-½)	DE	960 -1	345	(400-1)
	18R		AB	1060 /24	431	(500-½)				
	18L		DE	1060 /50	431	(500-1)	C	1160 -1	551	(600-1)
			AB	1160 -½	551	(600-½)				
CIRCLING			D	1160 -1¼	551	(600-1¼)	E	1160 -1½	551	(600-1½)
			AB	1160 -1	531	(600-1)	C	1160 -1½	531	(600-1½)
			D	1240 -2	611	(700-2)	E	1240 -2¼	611	(700-2¼)

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

LAWSON AAF(KLSF), (FORT BENNING), GA (Columbus) (Amdt2,10210 USA) **ELEV232**

RADAR¹ - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°) **▽** **△**NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33 ²		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR ³	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

¹Opr 1200-0400Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. ²For inop SALSF, increase CAT D vis to 2 miles. ³Cir NA E of Rwy 15-33.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

MOBILE RGNL

RADAR- 118.5 269.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	32		AB	660 -½	441	(500-½)	C	660 -¾	441	(500-¾)
			DE	660 -1	441	(500-1)				
	14		AB	640 /24	425	(500-½)	C	640 /40	425	(500-¾)
			DE	640 /50	425	(500-1)				
CIRCLING			AB	680 -1	461	(500-1)	C	680 -1½	461	(500-1¾)
			D	780 -2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALS. For inoperative MALS, increase S-32 Category E visibility to 1½ miles.

SE-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N4

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10		ABC	600 /40	381 (400-¾)	DE	600 /50	381 (400-1)
	28		ABC	620 -¾	423 (400-¾)	DE	620 -1	423 (400-1)
CIRCLING			AB	680 -1	459 (500-1)	C	680 -1½	459 (500-1½)
			DE	780 -2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSRR.

Category E S-28 visibility increased ½ mile for inoperative MALSRR.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSRR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR¹- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17 ²³	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

¹GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. ²When approach lights inoperative, increase CAT A, B visibility ¼ mile. ³When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

TROY, AL

Amdt 8, JAN 15, 2009 (FAA)

ELEV 398

TROY MUNI

RADAR¹- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	7	2.9°/51/1007	ABCD	592 -¾	200 (200-¾)			
ASR	7		AB	960 -1	568 (600-1)	C	960 -1½	568 (600-1½)
			D	960 -1½	568 (600-1½)			
CIRCLING			AB	960 -1	562 (600-1)	C	960 -1½	562 (600-1½)
			D	980 -2	582 (600-2)			

When control tower closed, procedure NA.

ASR utilizes PAR without glideslope.

SE-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N5

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼. **Rwy 34**, 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALBANY, GA

SOUTHWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD (ALX) AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18**, rising terrain and trees beginning at DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 36**, trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

JIMMY CARTER RGNL

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB) AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.





ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1½ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windssock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windssock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.



ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.

Rwys 26, 27, 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.

Rwy 14, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.

Rwys 26, 27, 32, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R**, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L**, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L**, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28**, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

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ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.
NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN UNIVERSITY RGNL

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½' for climb in visual conditions. **Rwy 26**, 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

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**BAINBRIDGE, GA**

DECATUR COUNTY INDUSTRIAL AIR PARK
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

Rwy 24, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning 417' from departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Closed Indef.

NOTE: **Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24**, trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.





CAIRNS AAF (KOZR)

FORT RUCKER, AL ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:
Standard. All other helipads, NA.

DEPARTURE PROCEDURE: Helipad C: Climb heading 178° to 1000 before proceeding on course.

Helipad G: Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: Rwy 6: Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 3 10266 (FAA)

NOTE: Rwy 13, trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL. Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/273' MSL. Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL. Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL. **Rwy 31,** truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL. Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL. Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL. Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: Rwy 17, 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 17, climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: Rwy 17, tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

Rwy 35, two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb heading 081° to 1100 before turning right.

NOTE: Rwy 8, trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 400-2½ or std. w/min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: Rwy 8, trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. w/min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwy 4, for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: Rwy 4, trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

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**CARROLLTON, GA**

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min.
climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 348°
to 1800 before turning east.

NOTE: **Rwy 17**, trees beginning 261' from DER, 433' right
of centerline, up to 100' AGL/1219' MSL. Trees beginning
301' from DER, 449' left of centerline, up to 100' AGL/
1199' MSL. **Rwy 35**, trees beginning 123' from DER, 3'
left of centerline, up to 100' AGL/1283' MSL. Trees
beginning 1189' from DER, 127' right of centerline, up to
100' AGL/1283' MSL. Vehicle on road 2489' from DER,
477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/ min.
climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/
min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007°
to 2300 before proceeding on course. **Rwy 19**, climb
heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of
runway, 236' left of centerline, up to 74' AGL/798' MSL.
Brush 199' from departure end of runway, 160' right of
centerline, 26' AGL/756' MSL. Tree 1253' from departure
end of runway, 641' right of centerline, 69' AGL/808' MSL.
Trees beginning 8789' from departure end of runway,
2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**,
terrain 194' from departure end of runway, 466' left of
centerline, 0' AGL/775' MSL. Trees beginning 2357' from
departure end of runway, 44' left of centerline, up to 80'
AGL/1079' MSL. Trees beginning 2312' from departure
end of runway, 119' right of centerline, up to 80' AGL/1019'
MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS
MOORE FIELD (4A4)
ORIG 09099 (FAA)

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of
centerline, up to 100' AGL/1059' MSL. Trees beginning
200' from DER, 204' left of centerline, up to 100' AGL/
1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310'
right of centerline, up to 100' AGL/1059' MSL. Trees
beginning 279' from DER, 414' left of centerline, up to 100'
AGL/1059' MSL. Powerline 1407' from DER, 643' right of
centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE-PIEDMONT CHEROKEE COUNTY
RGNL (PYP)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067°
to 1400 before turning South. **Rwy 25**, Climb heading 247°
to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from
departure end of runway, 456' right of centerline up to 100'
AGL/709' MSL. Multiple trees beginning 2273' from
departure end of runway, 434' left of centerline up to 100'
AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780'
from departure end of runway, 245' right of centerline up to
100' AGL/689' MSL. Tree 3093' from departure end of
runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/
min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std.
w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading
097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of
runway, 42' right of centerline, 48' AGL/268' MSL.
Trees beginning 4800' from departure end of runway,
1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**,
trees beginning at departure end of runway, 239' left
of centerline, up to 100' AGL/339' MSL. Trees
beginning at departure end of runway, 309' right of
centerline, up to 100' AGL/499' MSL.

CLANTON, AL

CHILTON COUNTY (02A)

ORIG-A 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1
or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading
077° to 1000 before turning on course. **Rwy 26**, climb
heading 257° to 1100 before turning on course.

NOTE: **Rwy 26**, tank 4836' from DER, 1144' left of
centerline, 90' AGL/710' MSL.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning at departure end of
runway, left and right of centerline, up to 100' AGL/199'
MSL. **Rwy 27**, trees beginning at departure end of
runway, left and right of centerline, up to 100' AGL/229'
MSL. Vehicles on highway beginning 236' from
departure end of runway, left and right of centerline, up
to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a
min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or
std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway
heading to 1000 before turning.



**COCHRAN, GA**

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¼ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.



**CORDELE, GA****CRISP COUNTY-CORDELE**

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA**HABERSHAM COUNTY (AJR)**

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2300 before proceeding on course. **Rwy 24**, climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24**, terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

COURTLAND, AL**COURTLAND (9A4)**

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

NOTE: **Rwy 31**, multiple trees beginning 174' from DER, 51' left of centerline, up to 100' AGL/759' MSL; multiple trees beginning 182' from DER, 19' right of centerline, up to 100' AGL/699' MSL.

COVINGTON, GA**COVINGTON MUNI (9A1)**

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL**FOLSOM FIELD**TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.

DALLAS, GA**PAULDING COUNTY RGNL (PUJ)**

ORIG 09071 (FAA)

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA**DALTON MUNI**

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA**DAWSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.





DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Watertank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMG)

MARIETTA, GA AMDT 3, 09183
Rwy 29, 900-3*

* Or standard with minimum climb of 290'/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29**: 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11**: 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36**, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. R.E.I.L.s beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.



ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)
ORIG 08325 (FAA)

NOTE: **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)
ORIG 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1¼ or std. w/min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 211' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL. Trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¼ or std. w/min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)
ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 407' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD (4A9)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 410' per NM to 1400. **Rwy 22**, 400-2 or std. w/ min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 2400 before proceeding on course. **Rwy 22**, climb heading 224° to 2300 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL. Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL. Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL. Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL. Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL. Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL. GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL. Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL. Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL. Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL. Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL. Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL. **Rwy 22**, trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL. Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL. Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL. Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL. Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL. Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST
RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA**LEE GILMER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA**GREENE COUNTY RGNL (3J7)****AMDT 3 10210 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 25**, 400-2.

NOTE: **Rwy 7**, trees beginning 438' from DER, 8' right of centerline, up to 100' AGL/759' MSL. Vehicle on roadway 485' from DER, 603' left of centerline, 15' AGL/714' MSL. Train on tracks 623' from DER, 661' left of centerline, 23' AGL/722' MSL. Trees beginning 624' from DER, 36' left of centerline, up to 100' AGL/779' MSL. **Rwy 25**, vehicle on road, 7' from DER, 318' right of centerline, 15' AGL/695' MSL. Trees 2555' from DER, 208' right of centerline, up to 100' AGL/779' MSL. Vehicle on roadway, 86' from DER, 190' left of centerline, 15' AGL/690' MSL. Trees 96' from DER, 76' left of centerline, up to 100' AGL/799' MSL. Water tower 2396' from DER, 1070' left of centerline, 199' AGL/870' MSL.

GREENVILLE, AL**MAC CRENSHAW MEMORIAL**

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course. **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA**GRIFFIN-SPALDING COUNTY**

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

GULF SHORES, AL**JACK EDWARDS**

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL**GUNTERSVILLE MUNI-JOE STARNES FIELD**

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 334' per NM to 2500 or 1100-2¼ for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Gunterville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Gunterville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21**, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL**POSEY FIELD(1M4)****ORIG-A 10182 (FAA)**

NOTE: **Rwy 18**, trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL. Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL. **Rwy 36**, trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL. Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL. Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

HAMILTON, AL**MARION COUNTY-RANKIN FITE**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1. DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

HAMPTON, GA**CLAYTON COUNTY-TARA FIELD**

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.





HANCHEY AHP (KHEY)

FORT RUCKER, AL ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36, 500-2½** or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL.

Rwy 32, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HOMERVILLE, GA

HOMERVILLE (HOE)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 700 before proceeding on course.

NOTE: **Rwy 14,** vehicle on road 56' from DER, 443' right of centerline, up to 15' AGL/200' MSL. Vehicle on road 161' from DER, 532' left of centerline, up to 15' AGL/197' MSL. Trees beginning 114' from DER, 492' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2023' from DER, 183' left of centerline, up to 93' AGL/268' MSL. Tower 2807' from DER, 446' left of centerline, 111' AGL/287' MSL. **Rwy 32,** vehicle on road 270' from DER, 562' right of centerline, up to 15' AGL/200' MSL. Trees beginning 322' from DER, 323' right of centerline, up to 100' AGL/289' MSL. Trees beginning 129' from DER, 395' left of centerline, up to 100' AGL/299' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. Rwy 28, 300-1*

* Or standard with minimum climb of 340'/NM to 400'.
Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36/LR,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36, 200-1½** or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JACKSON, AL

JACKSON MUNI (4R3)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19,** 300-1½ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 1,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34, 300-1** or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.

NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



**JEFFERSON, GA**

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/ min. climb of 465' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.
NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.**LANETT, AL**

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . .

07158

Rwy 15, Standard**Rwy 33**, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left. **Rwy 33**, Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.

All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L**: Climb hdg 063° to 700 before proceeding on course. **Helipad 24R**: Climb hdg 243° to 700 before proceeding on course. **Helipad 18R**: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO**: Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO**: Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15**, 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1100 before turning north. **Rwy 15**, climb runway heading to 1400 before turning south.

MIDDLE GEORGIA RGNL (MCN)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5**, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL. **Rwy 13**, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23**, trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL. **Rwy 31**, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.



**MAXWELL AFB (KMXF)**

MONTGOMERY, AL AMDT 3, 09183
Rwy 15, 200-1 ¼

With minimum climb of 280 ft/NM to 1400.*

* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15**: Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MC REA, GA

TELFAIR-WHEELER (MQW)
 AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 1260' from DER, 207' left of centerline, up to 100' AGL/303' MSL. Vehicle on roadway 2735' from DER, 720' right of centerline, 15' AGL/264' MSL. **Rwy 21**, vehicles on roadway beginning abeam DER, 301' left of centerline, up to 15' AGL/224' MSL. Trees beginning 79' from DER, 457' left of centerline, up to 100' AGL/266' MSL. Silo 1665' from DER, 927' left of centerline, 100' AGL/307' MSL. Vehicles on roadway beginning 125' from DER, 523' right of centerline, up to 15' AGL/234' MSL. Trees beginning 543' from DER, 397' right of centerline, up to 100' AGL/276' MSL.

METTER, GA

METTER MUNI (MHP)
 ORIG 08157 (FAA)

NOTE: **Rwy 10**, vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28**, trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY (MLJ)
 AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. w/ min. climb of 330' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 096° to 1000 before turning. **Rwy 28**, climb heading 276° to 1400 before turning right.

NOTE: **Rwy 10**, trees beginning 67' from DER, 87' right of centerline, up to 100' AGL/449' MSL. Utility poles beginning 196' from DER, 268' right of centerline, up to 30' AGL/372' MSL. Trees beginning 62' from DER, 298' left of centerline, up to 100' AGL/445' MSL. Utility poles beginning 135' from DER, 381' left of centerline, up to 30' AGL/380' MSL. Multiple structures beginning 242' from DER, 523' left of centerline up to 19' AGL/369' MSL. **Rwy 28**, trees beginning 12' from DER, 64' right of centerline, up to 100' AGL/500' MSL. Terrain 729' from DER, 495' right of centerline, 437' MSL. Trees beginning 515' from DER, 59' left of centerline, up to 100' AGL/534' MSL.

MILLEN, GA

MILLEN

NOTE: **Rwy 17**, trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35**, trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.



**MONROEVILLE, AL**

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA

DR. C.P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)

VALDOSTA, GA. AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA

MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.

MUSCLE SHOALS, AL

NORTHWEST ALABAMA RGNL (MSL)

ORIG 10014 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 181° to 1400 before turning right.

NOTE: **Rwy 11**, train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18**, trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29**, trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36**, trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

OZARK, AL

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1

DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.

PELL CITY, AL

ST CLAIR COUNTY (PLR)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. w/ min. climb of 312' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windssock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21**, multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.





PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.

DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*
Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.

** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2% for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL/685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19**, bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway, 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980' from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25**, bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1,428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

BILL PUGH FIELD

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1400 before proceeding on course. **Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**, trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.



**ST ELMO, AL**

ST ELMO (2R5)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22**, trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31**, trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.
DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL. **Rwy 33**, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL.

Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.



TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27**, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

Rwy 32, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min. climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



VALDOSTA, GA**VALDOSTA RGNL**

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. **Rwy 17**, multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL**LAMAR COUNTY (M55)****AMDT 2 10266 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

NOTE: **Rwy 17**, vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL. Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL. Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL. **Rwy 35**, trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL. Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

VIDALIA, GA**VIDALIA RGNL (VDI)****AMDT 1 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL.

Rwy 13, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA**WASHINGTON-WILKES COUNTY**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA**WAYCROSS-WARE COUNTY**

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA**BURKE COUNTY**

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



WETUMPKA, AL

WETUMPKA MUNI (08A)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 27**, 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

NOTE: **Rwy 9**, vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL. Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL. **Rwy 27**, building 453' from DER, 434' right of centerline, 25' AGL/224' MSL.

Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL. Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL. Powerlines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL. Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL. Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

WINDER, GA

BARROW COUNTY (WDR)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31**, 300-1¼ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL.

Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13**, multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 23**, multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31**, multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL.

Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



ADEL

COOK CO (15J) 1 W UTC-5(-4DT) N31°08.23' W83°27.23'

236 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5001X100 (ASPH) S-30, D-30 MIRL

RWY 05: PAPI(P2L). RWY 23: PAPI(P2L). Trees.

RWY 15-33: H4000X100 (ASPH) S-30, D-30

RWY 15: Thld dsplcd 600'. Trees.

RWY 33: Thld dsplcd 350'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

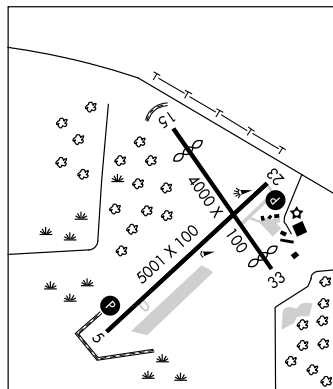
Ⓡ **VALDOSTA APP/DEP CON** 126.6 (blo 8,000') 119.525 (8,000' and abv) (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 082° 18.2 NM to fld. 290/02W.

JACKSONVILLE
H-9B, 12F, L-22J
IAP



ALBANY

SOUTHWEST GEORGIA RGNL (ABY) 3 SW UTC-5(-4DT) N31°32.13' W84°11.67'

197 B S2 FUEL 100LL, JET A OX 4 TPA-1000(803) Class I, ARFF Index A
NOTAM FILE ABY

RWY 04-22: H6601X150 (ASPH-GRVD) S-80, D-135, 2S-171, 2D-230 HIRL

RWY 04: MALSR, PAPI(P4L). TCH 55'. Trees. Rgt tfc.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 16-34: H5219X150 (ASPH-GRVD) S-30 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 49'. Tree. Rgt tfc.

RWY 34: VASI(V4L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1200-0400Z. Fuel avbl after hrs call 229-434-8787. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 229-430-5175. Acft byd 3 NM and blo 2,000' on apch to Rwy 16 bearing 325°-040° from arpt not visible from twr due to trees. Low flying acft 3 mi SE. Numerous birds on and within 5 NM of arpt Sep-Feb. Personnel and equipment mowing grass adjacent to all rwyts and twys April 1—October 30th. Acft greater than 350,000 lbs gross weight are rstd from using Rwy 04-22 exc 24 hr PPR call arpt manager 229-430-5175. Twy H south of cargo ramp OTS indef. When twr clsd ACTIVATE MALSR Rwy 04; HIRL Rwy 04-22 and MIRL Rwy 16-34—CTAF.

WEATHER DATA SOURCES: ASOS (229) 434-7494.

COMMUNICATIONS: CTAF 120.25 ATIS 133.05 UNICOM 122.95

ALBANY RCO 122.6 (MACON RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 125.75

TOWER 120.25 Mon-Fri (1130-0330Z), Sat-Sun (1300-0100Z) **GND CON** 121.9

AIRSPACE: CLASS D svc Mon-Fri 1130-0330Z, Sat-Sun 1300-0100Z, other times CLASS E.

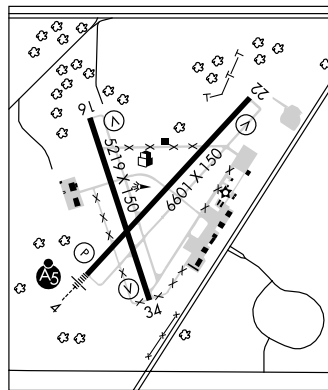
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31' W84°17.59' 147° 8.8 NM to fld. 280/02W.
HIWAS.

PUTNY NDB (MHW/LOM) 227 AB N31°27.37' W84°16.57' 043° 6.3 NM to fld.

ILS 108.5 I-ABY Rwy 04. LOM PUTNY NDB. LOC BC unusable 25° left and right of course. Localizer back course unusable byd 12 NM.

JACKSONVILLE
H-9B, 12F, L-18J
IAP, AD



ALBANY N31°32.13' W84°11.69'

RCO 122.6 (MACON RADIO) at Southwest Georgia Rgnl.

JACKSONVILLE
L-18J

WAAS CH 42506 W05A	APP CRS 051°	Rwy Idg TDZE 235 Apt Elev 236
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RNAV (GPS) RWY 5

ADEL/ COOK COUNTY (15J)

▼ DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Valdosta Rgnl altimeter setting and increase all DAs 7 feet, and all MDAs 20 feet, and Circling Cats B, C and D visibility ¼ mile. Baro-VNAV NA.

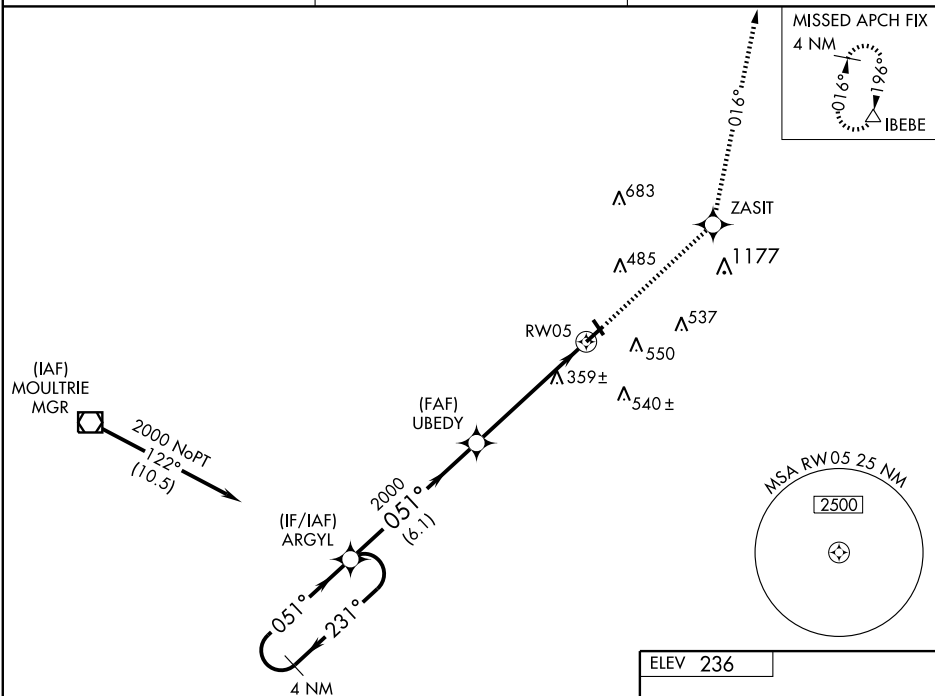
▲ NA

MISSED APPROACH: Climb to 3000 direct ZASIT and via 016° track to IBEBE and hold.

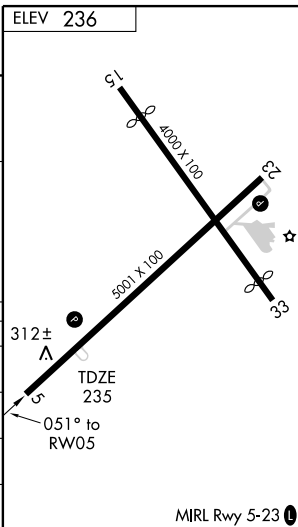
MOULTRIE AWOS-3
118.925

VALDOSTA APP CON★
126.6 285.6

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern ARGYL				
2000 ← 231° → 051° → 2000 GS 3.00° TCH 46				
6.1 NM 5.3 NM				
CATEGORY	A	B	C	D
LPV DA	536-1 301 (300-1)			
LNAV/VNAV DA	633-1½ 398 (400-1½)			
LNAV MDA	800-1 565 (600-1)		800-1½ 565 (600-1½)	800-1¾ 565 (600-1¾)
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)



APP CRS **231°**
 Rwy Idg **5001**
 TDZE **235**
 Apt Elev **236**

RNAV (GPS) RWY 23

ADEL/ COOK COUNTY (15J)

▽ Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.

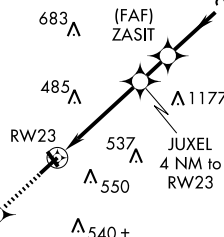
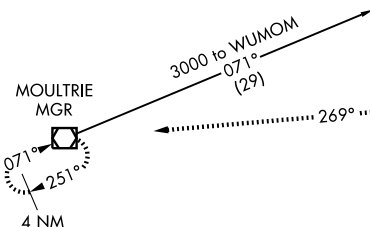
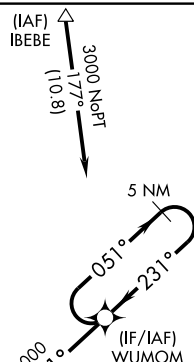
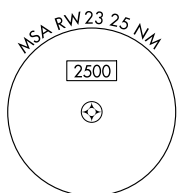
MISSED APPROACH: Climb to 3000 direct TIGEE and via 269° track to MGR VOR/DME and hold.

MOULTRIE AWOS-3
118.925

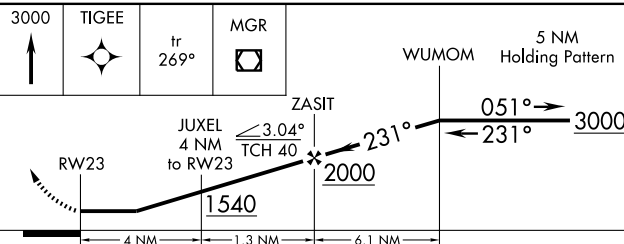
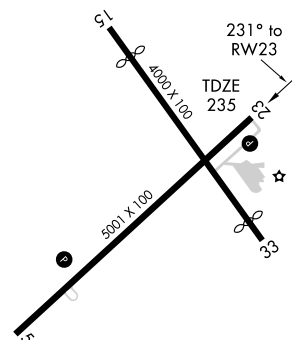
VALDOSTA APP CON★
126.6 285.6

UNICOM
122.8 (CTAF) 0

△ 1419



ELEV 236



CATEGORY	A	B	C	D
LNNAV MDA	740-1 505 (600-1)	740-1½ 505 (600-1½)	740-1½ 505 (600-1½)	740-1½ 505 (600-1½)
CIRCLING	960-1 724 (800-1)	960-2 724 (800-2)	960-2¼ 724 (800-2¼)	960-2¼ 724 (800-2¼)

MIRL Rwy 5-23 0

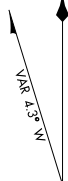
AIRPORT DIAGRAM

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

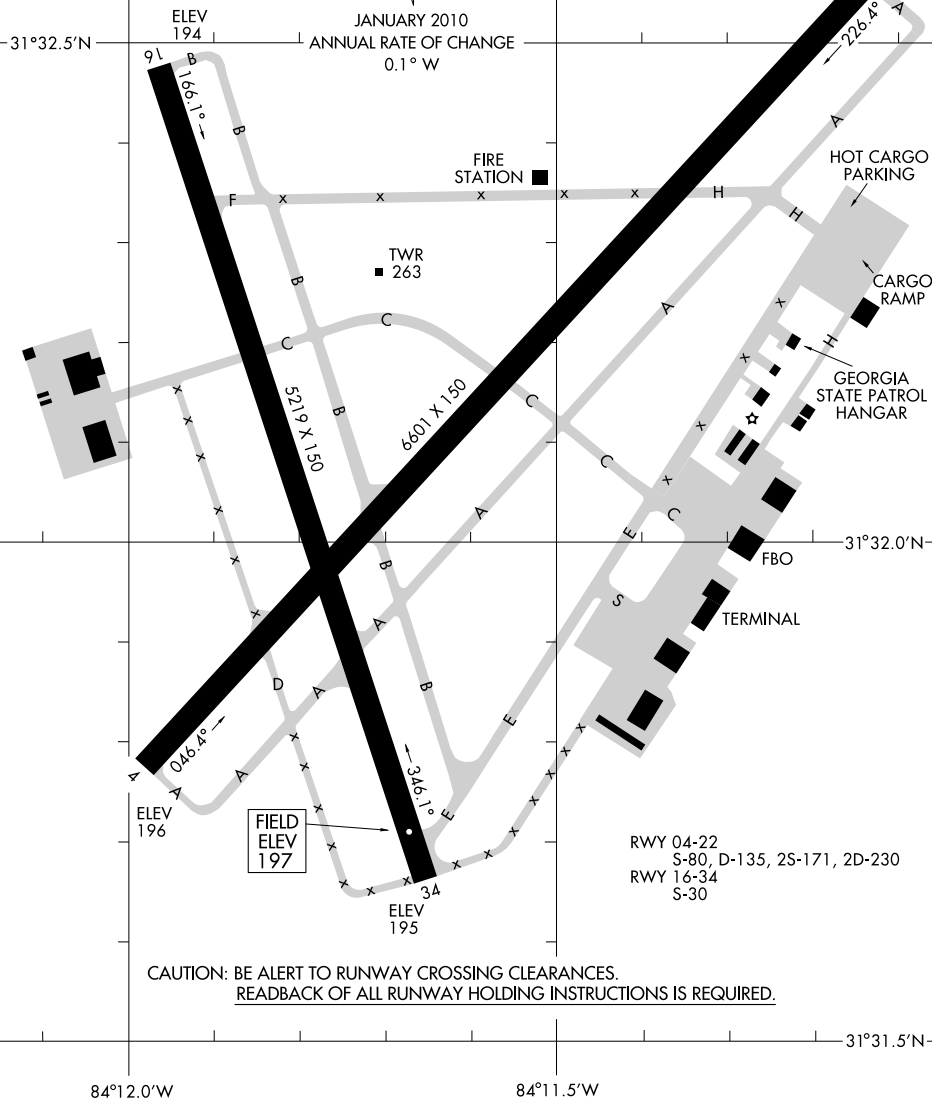
AL-8 (FAA)

ALBANY, GEORGIA

ATIS
133.05
ALBANY TOWER ★
120.25 336.4
GND CON
121.9 348.6



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ALBANY, GEORGIA
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

SE-4, 21 OCT 2010 to 18 NOV 2010

ADEL

COOK CO (15J) 1 W UTC-5(-4DT) N31°08.23' W83°27.23'

236 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5001X100 (ASPH) S-30, D-30 MIRL

RWY 05: PAPI(P2L). RWY 23: PAPI(P2L). Trees.

RWY 15-33: H4000X100 (ASPH) S-30, D-30

RWY 15: Thld dsplcd 600'. Trees.

RWY 33: Thld dsplcd 350'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

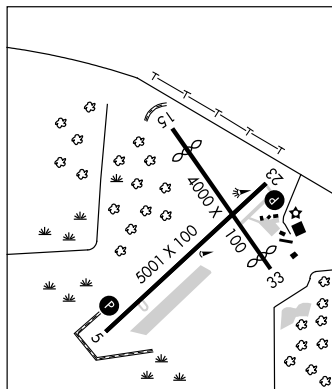
① **VALDOSTA APP/DEP CON** 126.6 (blo 8,000') 119.525 (8,000' and abv) (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 082° 18.2 NM to fld. 290/02W.

JACKSONVILLE
H-9B, 12F, L-22J
IAP



ALBANY

SOUTHWEST GEORGIA RGNL (ABY) 3 SW UTC-5(-4DT) N31°32.13' W84°11.67'

197 B S2 FUEL 100LL, JET A OX 4 TPA-1000(803) Class I, ARFF Index A
NOTAM FILE ABY

RWY 04-22: H6601X150 (ASPH-GRVD) S-80, D-135, 2S-171, 2D-230 HIRL

RWY 04: MALSR, PAPI(P4L). TCH 55'. Trees. Rgt tfc.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 16-34: H5219X150 (ASPH-GRVD) S-30 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 49'. Tree. Rgt tfc.

RWY 34: VASI(V4L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1200-0400Z. Fuel avbl after hrs call 229-434-8787. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 229-430-5175. Acft byd 3 NM and blo 2,000' on apch to Rwy 16 bearing 325°-040° from arpt not visible from twr due to trees. Low flying acft 3 mi SE. Numerous birds on and within 5 NM of arpt Sep-Feb. Personnel and equipment mowing grass adjacent to all rwyts and twys April 1—October 30th. Acft greater than 350,000 lbs gross weight are rstd from using Rwy 04-22 exc 24 hr PPR call arpt manager 229-430-5175. Twy H south of cargo ramp OTS indef. When twr clsd ACTIVATE MALSR Rwy 04; HIRL Rwy 04-22 and MIRL Rwy 16-34—CTAF.

WEATHER DATA SOURCES: ASOS (229) 434-7494.

COMMUNICATIONS: CTAF 120.25 ATIS 133.05 UNICOM 122.95

ALBANY RCO 122.6 (MACON RADIO)

① **JAX CENTER APP/DEP CON** 125.75

TOWER 120.25 Mon-Fri (1130-0330Z), Sat-Sun (1300-0100Z) **GND CON** 121.9

AIRSPACE: CLASS D svc Mon-Fri 1130-0330Z, Sat-Sun 1300-0100Z, other times CLASS E.

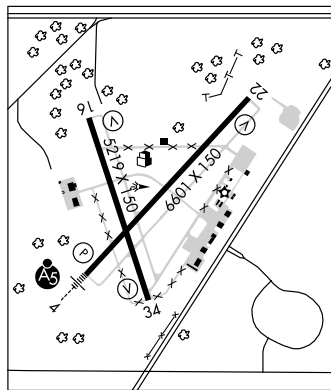
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31' W84°17.59' 147° 8.8 NM to fld. 280/02W.
HIWAS.

PUTNY NDB (MHW/LOM) 227 AB N31°27.37' W84°16.57' 043° 6.3 NM to fld.

ILS 108.5 I-ABY Rwy 04. LOM PUTNY NDB. LOC BC unusable 25° left and right of course. Localizer back course unusable byd 12 NM.

JACKSONVILLE
H-9B, 12F, L-18J
IAP, AD



ALBANY N31°32.13' W84°11.69'

RCO 122.6 (MACON RADIO) at Southwest Georgia Rgnl.

JACKSONVILLE
L-18J

LOC I-ABY	APP CRS	Rwy Idg	6601
<u>108.5</u>	044°	TDZE	196
		Apt Elev	196

ILS or LOC RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



* RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS
133.05

JACKSONVILLE CENTER
125.75 226.8

ALBANY TOWER ★
120.25 (CTAF) 336.4

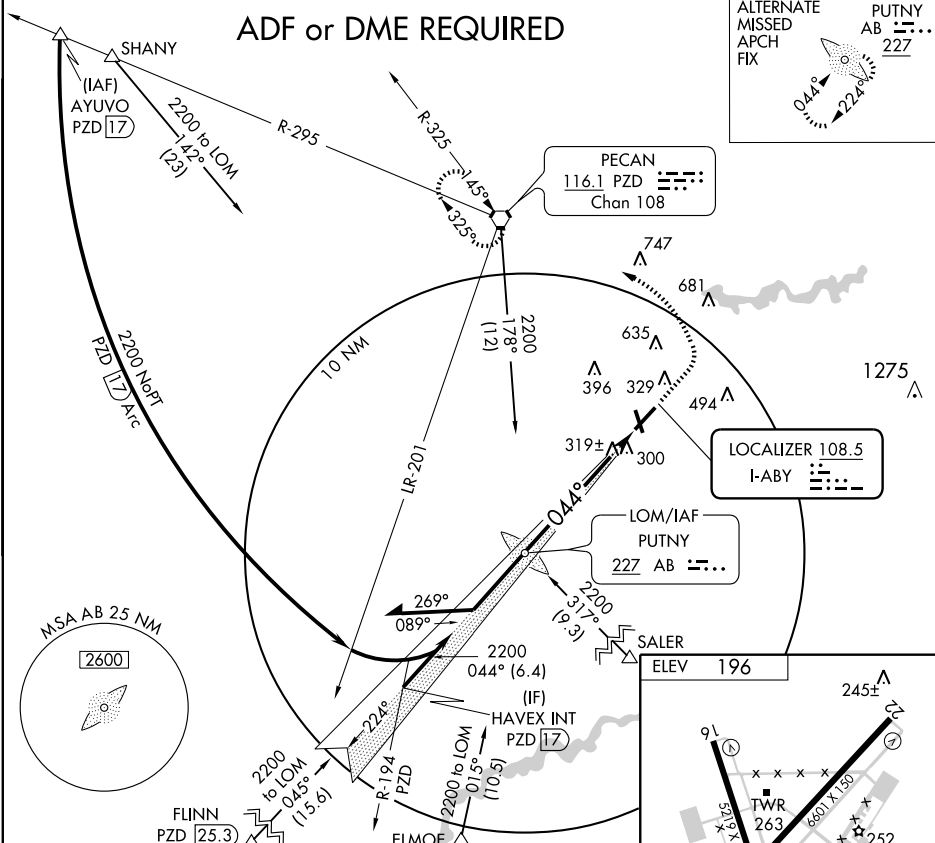
GND CON	
121.9	348.6

UNICOM
122.95

ADF or DME REQUIRED

ALTERNATE
MISSED
APCH
FIX

PUTNY
AB $\frac{2}{2} \dots$
227



Remain
within 10 NM

VGSI and ILS glidepath
not coincident.

GS 3.00°
TCH 60

044° 5.9 NM
from FAF

HIRL Rwy 4-22 **L**
MIRL Rwy 16-34 **L**

RFL R_{WYS} 16 and 22

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ALBANY, GEORGIA

Amdt 11 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

ILS or LOC RWY 4

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ABY	APP CRS	Rwy Idg	6601
<u>108.5</u>	224°	TDZE	192
		Apt Elev	196

LOC BC RWY 22
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

T
A Visibility reduction by helicopters NA.

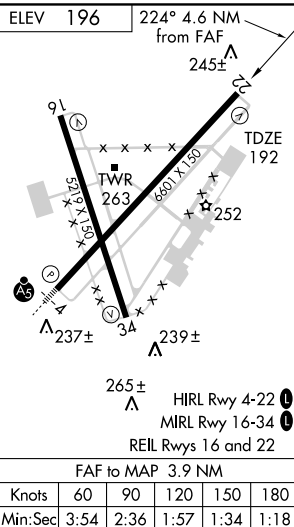
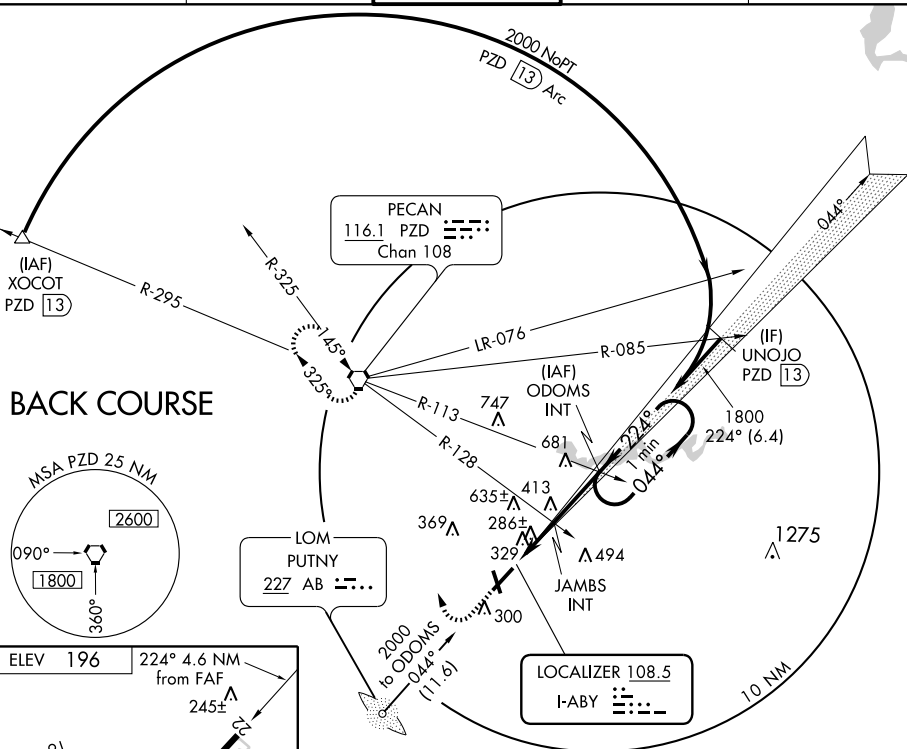
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.

ATIS
133.05

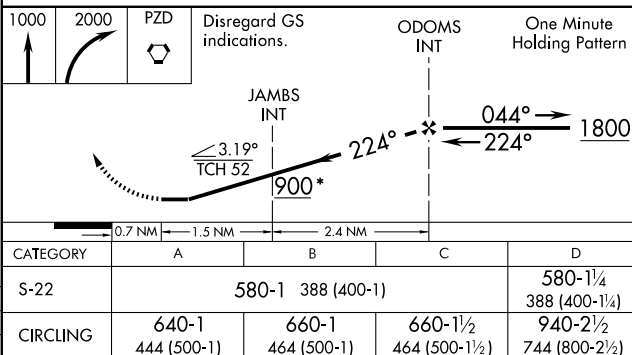
JACKSONVILLE CENTER
125.75 226.8

ALBANY TOWER★
120.25 (CTAF) 336.4

GND CON
121.9 348.6

UNICOM
122.95

ADF or DME REQUIRED

ALBANY, GEORGIA
Amdt 8 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)
31° 32'N-84° 12'W LOC BC RWY 22

LOC BC RWY 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOM AB
227

APP CRS
044°

Rwy Idg	6601
TDZE	196
Apt Elev	196

NDB RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



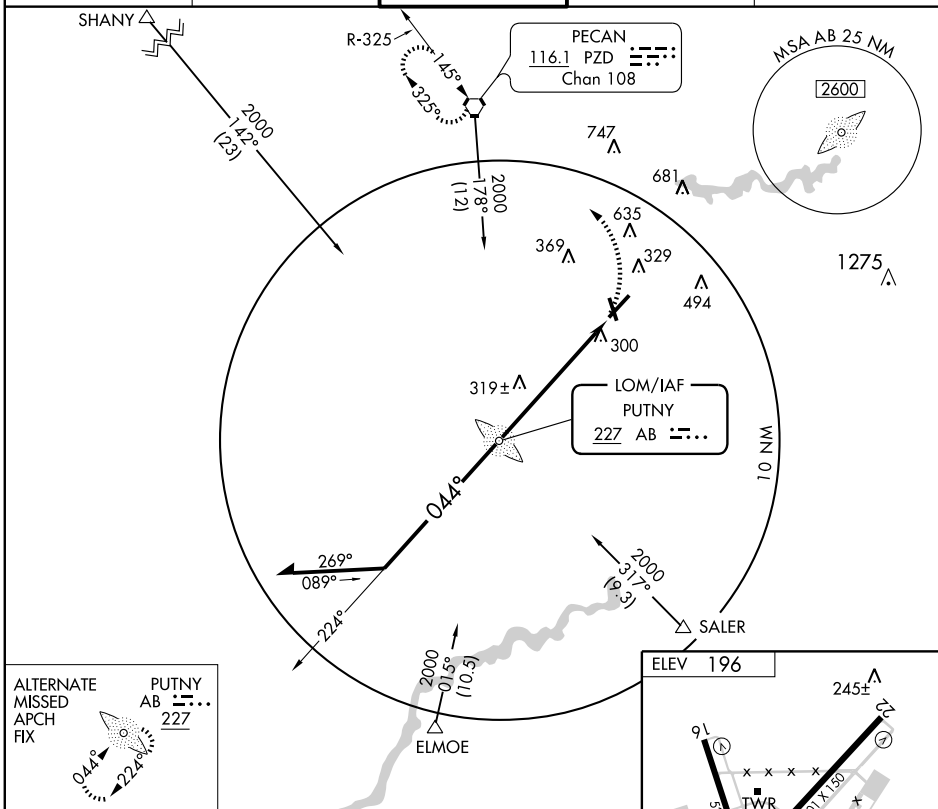
MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS
133.05

JACKSONVILLE CENTER
125.75 226.8

ALBANY TOWER★
120.25 (CTAF) 336.4

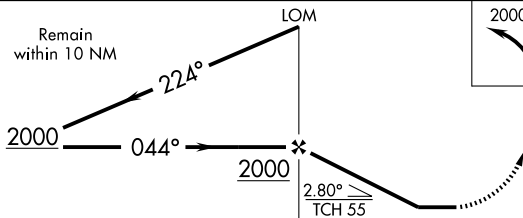
GND CON
121.9 348.6

UNICOM
122.95

ALTERNATE PUTNY
MISSED AB 227
APCH
FIX

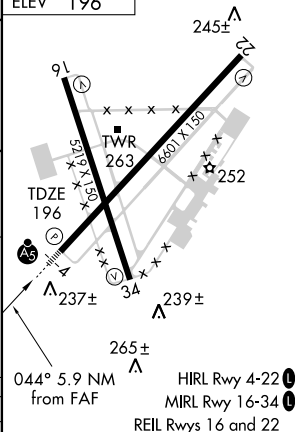
PUTNY
AB $\frac{227}{227}$

Remain
within 10 NM



2000

ELEV 196



CATEGORY

A	B	
620/40	424 (500- $\frac{3}{4}$)	

044° 5.9 NM	HIRL Rwy 4-22
from FAF	MIRL Rwy 16-34
	REIL Rwy 16 and 22

FAF to MAP 5.9 NM

CIRCLING

640-1 1/4 (500-1)	660-1 1/4 (500-1)	660-1 1/2 1/4 (500-1)
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$$940-2\frac{1}{2}$$

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ALBANY, GEORGIA

Amdt 13 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

NDB RWY 4

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 78000 W04A	APP CRS 044°	Rwy Idg TDZE 196 Apt Elev 196	6601
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RNAV (GPS) RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



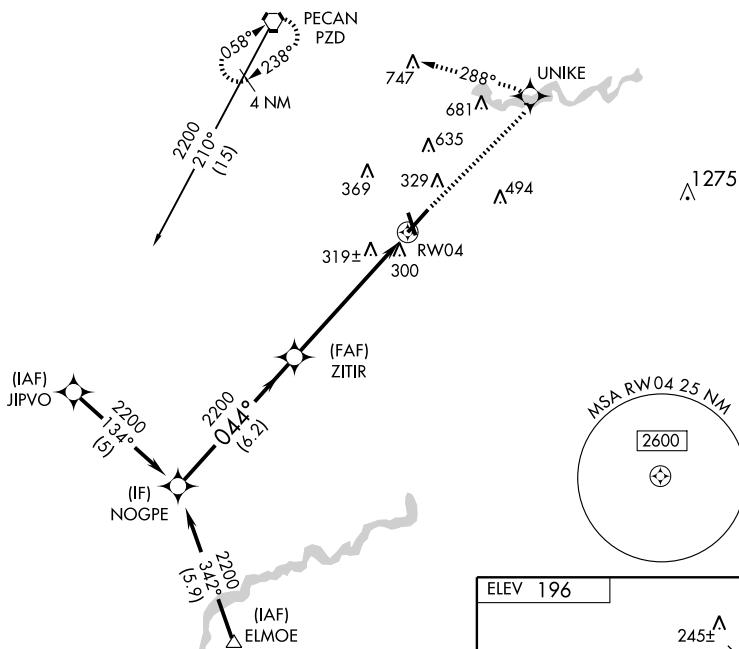
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.



MISSED APPROACH: Climb to 2000
direct UNIKE and left turn via track
288° to PZD VORTAC and hold.

ATIS 133,05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER ★ 120.25 (CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95
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Procedure NA for arrivals at PZD VORTAC
via V35-159 northbound.



Procedure
Turn NA

VGSI and RNAV glidepath
not coincident.

2000



NOGPE

ZITIR

* 1 NM to RWY04

* LNAV only

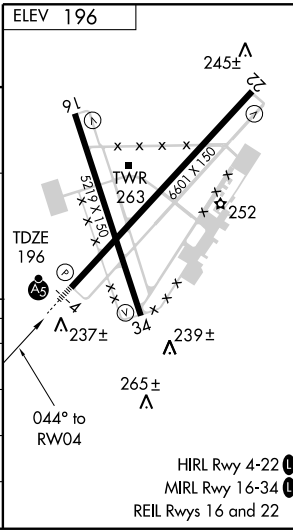
2200 — 044° — 2200

RWY04

GS 3.00°
TCH 60

6.2 NM 5 NM 1 NM

CATEGORY	A	B	C	D
LPV DA	396/24 200 (200-½)			
LNAV/VNAV DA	635/50 439 (500-1)			
LNAV MDA	580/24 384 (400-½)			580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)



HIRL Rwy 4-22

MIRL Rwy 16-34

REIL Rwy 16 and 22

ALBANY, GEORGIA

Amdt 1 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31°32'N-84°12'W

RNAV (GPS) RWY 4

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 48815 W16A	APP CRS 164°	Rwy Idg TDZE Apt Elev	5219 196 196
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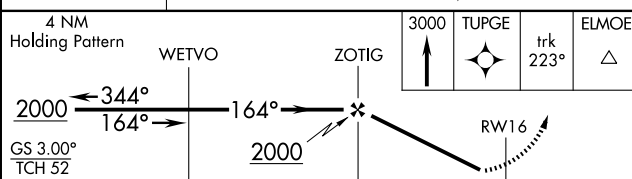
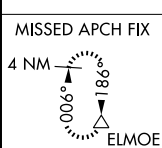
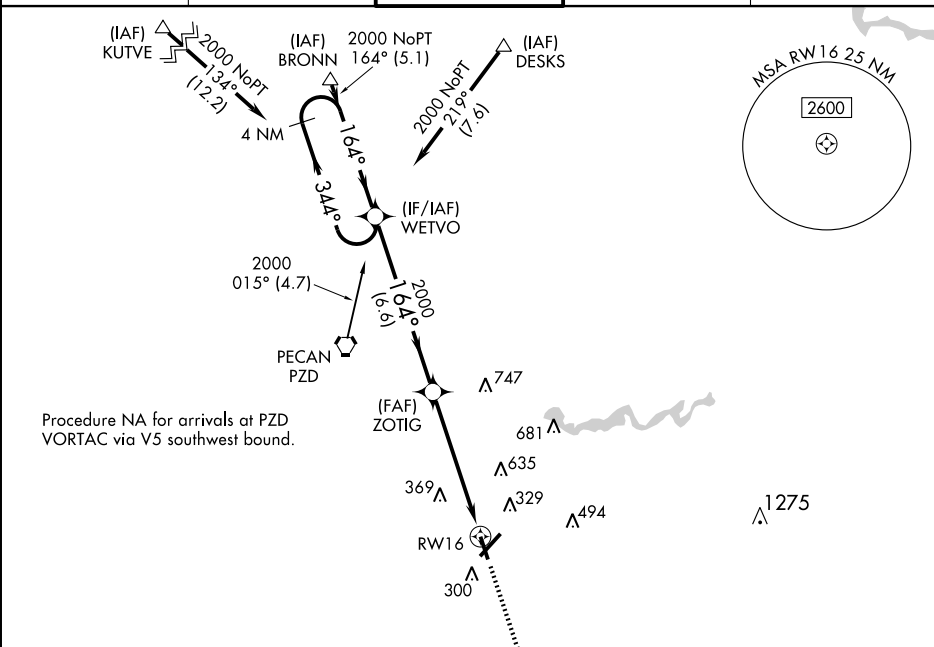
RNAV (GPS) RWY 16

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

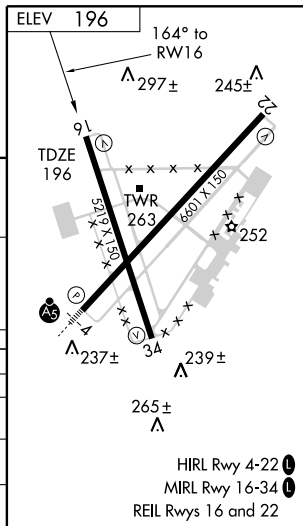
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.

ATIS 133.05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER★ 120.25 (CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	534-1½	338 (400-1½)		
LNAV/VNAV DA	603-1½	407 (500-1½)		
LNAV MDA	640-1 444 (500-1)	640-1½ 444 (500-1½)	640-1½ 444 (500-1½)	
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)



WAAS CH 53613 W22A	APP CRS 224°	Rwy ldg TDZE Apt Elev	6601 192 196
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RNAV (GPS) RWY 22

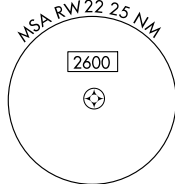
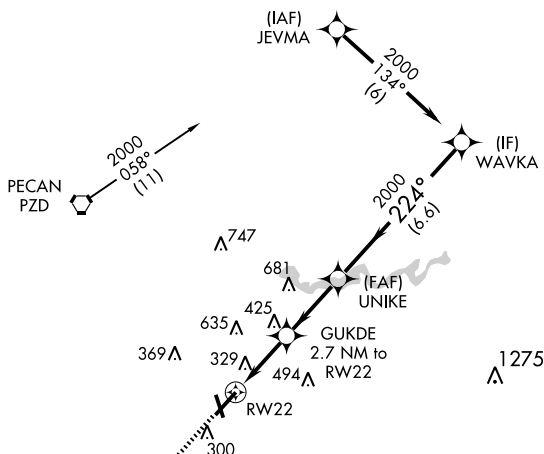
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.

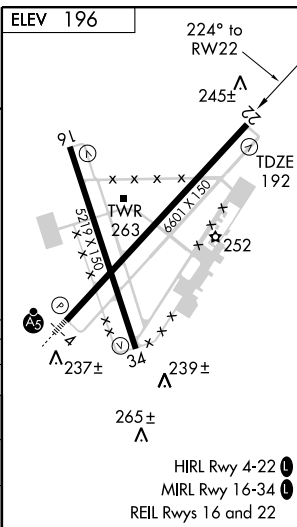
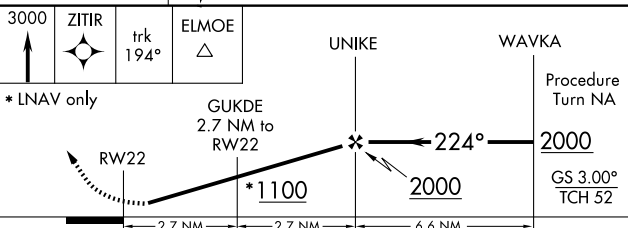
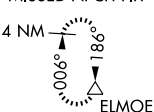
MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS 133.05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER ★ 120.25 (CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95
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Procedure NA for arrivals on PZD VORTAC
airway radials 359 CW 110.



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	531-1¼	339 (400-1¼)		
LNAV/VNAV DA	611-1½	419 (500-1½)		
LNAV MDA	680-1 488 (500-1)	680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)	
CIRCLING	680-1 484 (500-1)	680-1½ 484 (500-1½)	940-2½ 744 (800-2½)	

ALBANY, GEORGIA
Amdt 1 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

RNAV (GPS) RWY 22

WAAS CH 97415 W34A	APP CRS 344°	Rwy Idg TDZE 196 Apt Elev 196	5219
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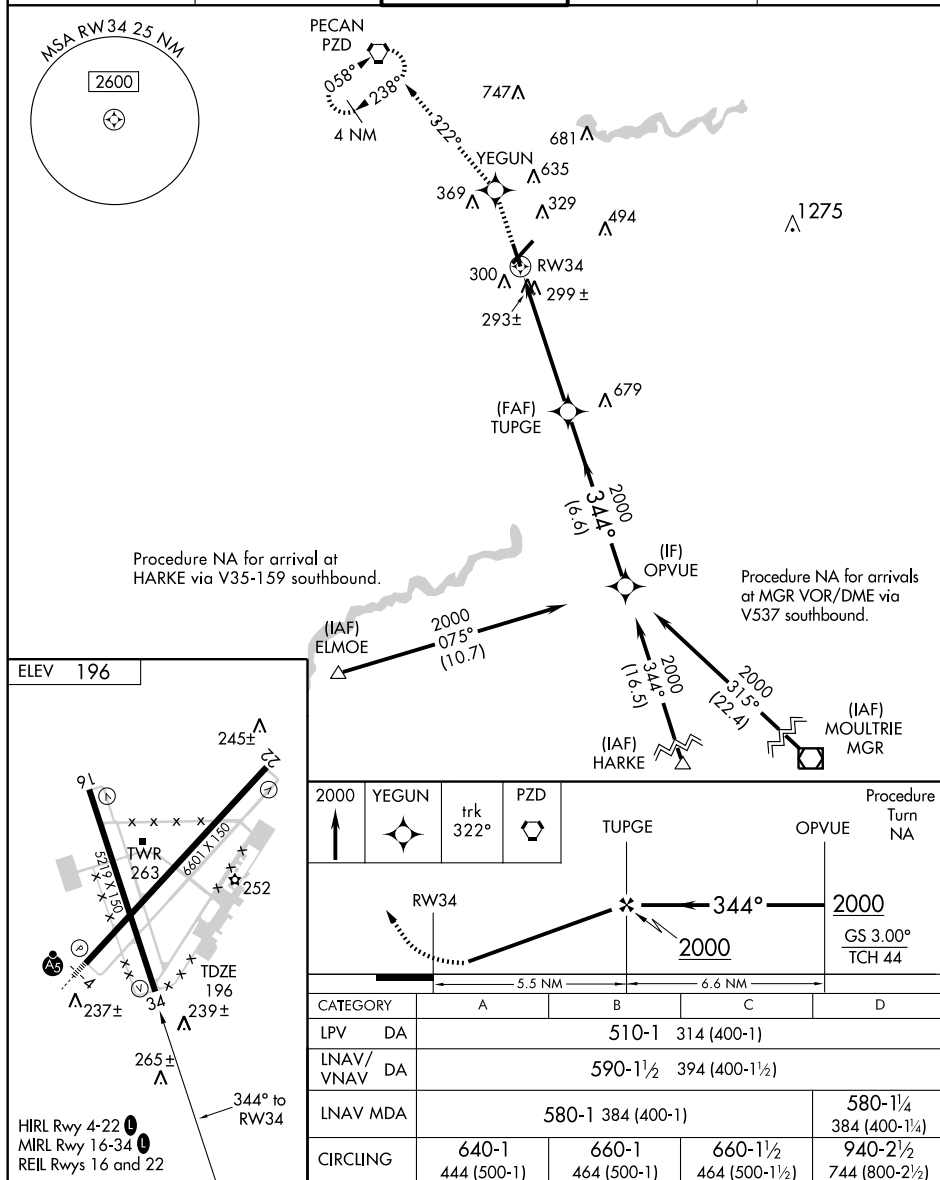
RNAV (GPS) RWY 34

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS 133.05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER ★ 120.25 (CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95
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ALBANY, GEORGIA

Amdt 1 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

RNAV (GPS) RWY 34

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PZD 116.1 Chan 108	APP CRS 147°	Rwy Idg TDZE Apt Elev	5219 196 196
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VOR or TACAN RWY 16

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.

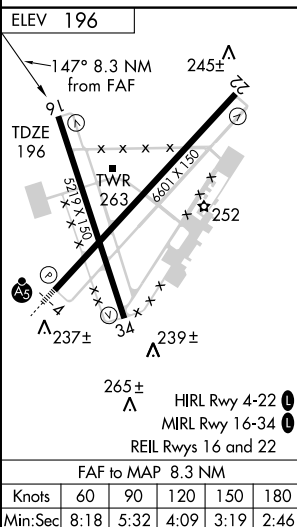
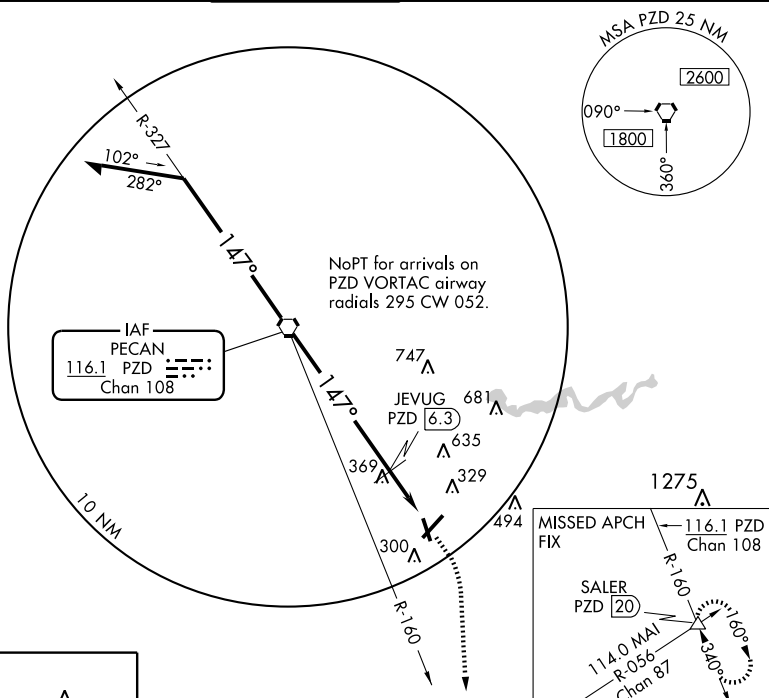
ATIS
133.05

JACKSONVILLE CENTER
125.75 226.8

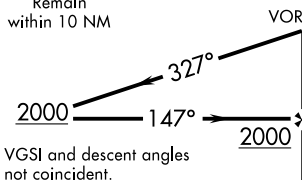
ALBANY TOWER ★
120.25 (CTAF) 0336.4

GND CON
121.9 348.6

UNICOM
122.95



Remain within 10 NM



CATEGORY	A	B	C	D
S-16	740-1	544 (600-1)	740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1	544 (600-1)	740-1½ 544 (600-1½)	940-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1	444 (500-1)	640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

ALCOVY N33°37.79' W83°46.93' NOTAM FILE MCN.
NDB (MHW) 370 VOF 276° 3.4 NM to Covington Muni.

ATLANTA
L-18J, A

ALMA N31°32.19' W82°30.49' NOTAM FILE AMG.
(H) VORTAC 115.1 AMG Chan 98 at Bacon Co. 200/00E. HIWAS.
VOR portion unusable 183°-343°; and 344°-182° blo 10000'.
RCO 123.6 (MACON RADIO) RCO 122.1R 115.1T (MACON RADIO)

JACKSONVILLE
H-9B, 12F, L-24H

ALMA

BACON CO (AMG) 3 W UTC-5(-4DT) N31°32.16' W82°30.39'

200 B S2 FUEL 100LL, JET A NOTAM FILE AMG

RWY 15-33: H5000X100 (ASPH) S-30 MIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended continuously. Self serve fuel with credit card. PAPI Rwy 15 and Rwy 33 opr continuous and MIRL Rwy 15-33 preset med ints dusk-0300Z±; to increase ints—CTAF. After 0300Z±, ACTIVATE MIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (912) 632-8738.

HIWAS 115.1 AMG.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALMA RCO 123.6 (MACON RADIO)

ALMA RCO 122.1R 115.1T (MACON RADIO)

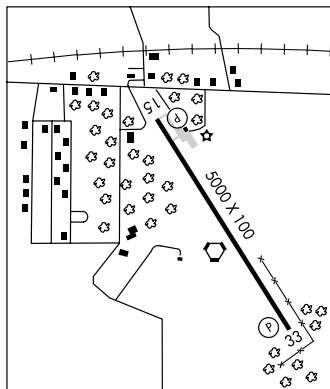
Ⓡ JAX CENTER APP/DEP CON 132.3

AIRSPACE: CLASS E svc effective 1100-0300Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' at fld. 200/00E. HIWAS.



JACKSONVILLE
H-9B, 12F, L-24H
IAP

AMERICUS

JIMMY CARTER RGNL (ACJ) 4 NE UTC-5(-4DT) N32°06.65' W84°11.33'

468 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MCN

RWY 05-23: H6021X100 (ASPH) S-30, D-50 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 23: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 09-27: H3787X75 (ASPH) S-30

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1200Z±-dusk. Wildlife activity on and invof arpt. MIRL Rwy 05-23 preset low ints dusk-0300Z±, to increase ints—CTAF. After 0300Z± ACTIVATE MIRL Rwy 05-23—CTAF. ACTIVATE MALS F Rwy 23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.375 (229) 928-0934.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1115-0500Z±) CLNC DEL 119.95

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z±) CLNC DEL
123.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

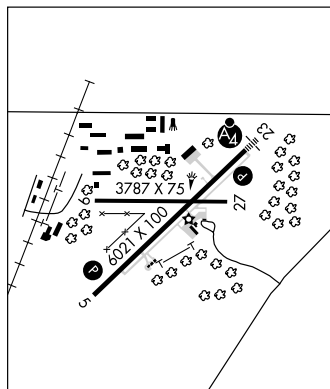
PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 013° 27.8 NM to fld. 280/02W. HIWAS.

LINDBERGH NDB (MHW) 242 LKG N32°10.47' W84°06.49'

230° 5.6 NM to fld. NOTAM FILE MCN.

ILS 110.5 I-ACJ Rwy 23. Loc only.



ATLANTA
H-9A, 12F, L-18J
IAP

APP CRS	Rwy ldg	5000
156°	TDZE	200
	Apt Elev	200

RNAV (GPS) RWY 15

ALMA/ BACON COUNTY (AMG)

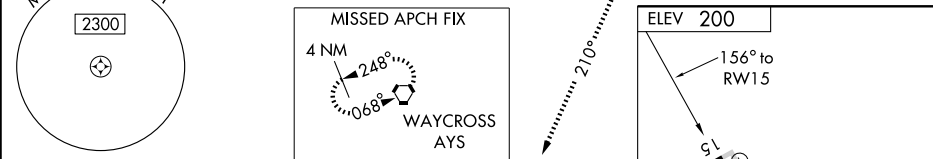
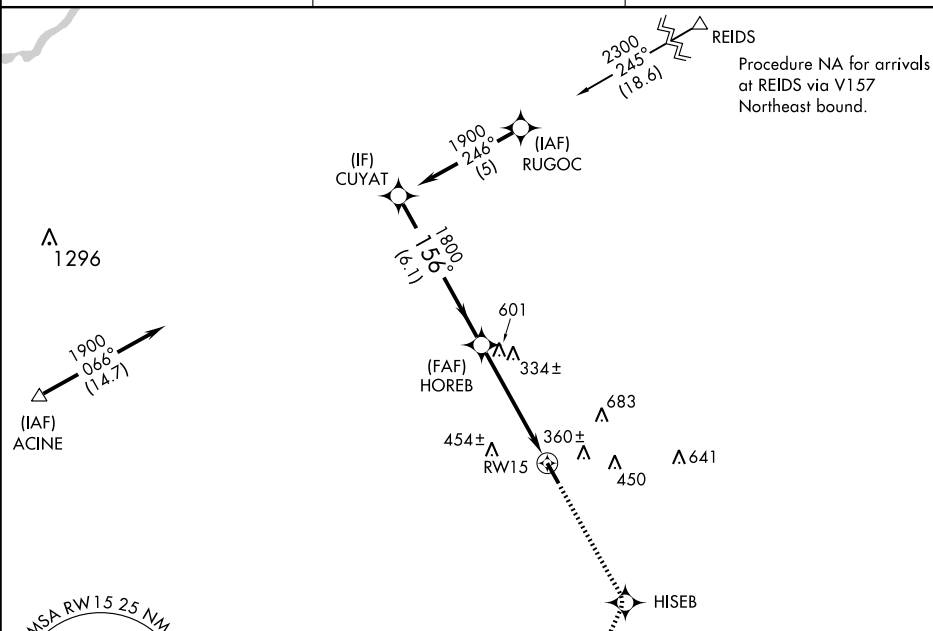
V VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA.
A Straight-in minimums NA at night. When local altimeter setting not received, use Vidalia altimeter setting and increase all MDA 120 feet increase LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct HISEB and via 209° track to AYS VORTAC and hold.

ASOS
118.325

JACKSONVILLE CENTER
132.3 290.4

UNICOM
122.7 (CTAF) 0



	CUYAT	HOREB	HISEB	209° TRK	AYS
	1900	1800	2300		
	Procedure Turn NA				
	6.1 NM	3.7 NM	1.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	600-1	400 (400-1)	600-1¼	400 (400-1¼)	
CIRCLING	720-1	520 (600-1)	720-1½	800-2	
			520 (600-1½)	600 (600-2)	
					REIL Rwy 33 MIRL Rwy 15-33 0

APP CRS 336°	Rwy Idg	5000
	TDZE	196
	Apt Elev	200

RNAV (GPS) RWY 33

ALMA/ BACON COUNTY (AMG)

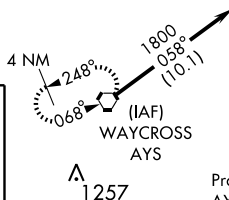
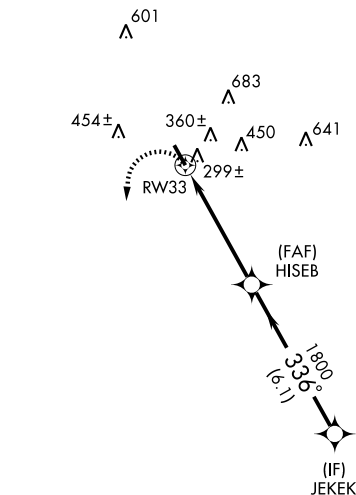
- V** VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

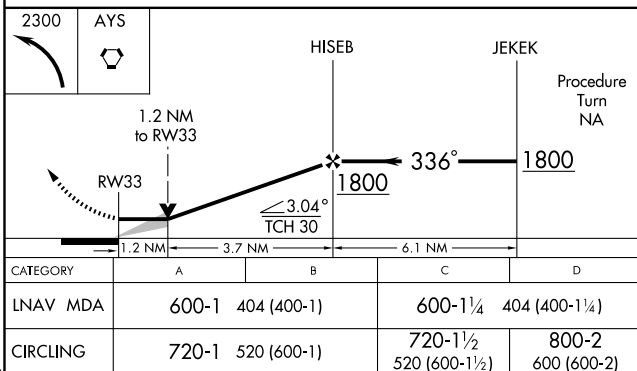
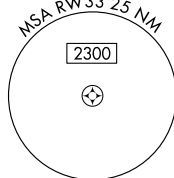
ASOS
118,325

JACKSONVILLE CENTER
132.3 290.4

UNICOM
122.7 (CTAF) **L**



Procedure NA for arrival at
AYS VORTAC via V157
Southbound.



ALMA, GEORGIA
Orig 08325

31° 32'N-82° 30'W

ALMA/ BACON COUNTY (AMG)

RNAV (GPS) RWY 33

ALCOVY N33°37.79' W83°46.93' NOTAM FILE MCN.
NDB (MHW) 370 VOF 276° 3.4 NM to Covington Muni.

ATLANTA
L-18J, A

ALMA N31°32.19' W82°30.49' NOTAM FILE AMG.
(H) VORTAC 115.1 AMG Chan 98 at Bacon Co. 200/00E. HIWAS.
VOR portion unusable 183°-343°; and 344°-182° blo 10000'.
RCO 123.6 (MACON RADIO) RCO 122.1R 115.1T (MACON RADIO)

JACKSONVILLE
H-9B, 12F, L-24H

ALMA

BACON CO (AMG) 3 W UTC-5(-4DT) N31°32.16' W82°30.39'

200 B S2 FUEL 100LL, JET A NOTAM FILE AMG

RWY 15-33: H5000X100 (ASPH) S-30 MIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended continuously. Self serve fuel with credit card. PAPI Rwy 15 and Rwy 33 opr continuous and MIRL Rwy 15-33 preset med ints dusk-0300Z; to increase ints—CTAF. After 0300Z, ACTIVATE MIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (912) 632-8738.

HIWAS 115.1 AMG.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALMA RCO 123.6 (MACON RADIO)

ALMA RCO 122.1R 115.1T (MACON RADIO)

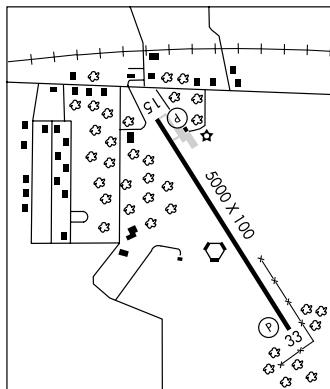
Ⓡ JAX CENTER APP/DEP CON 132.3

AIRSPACE: CLASS E svc effective 1100-0300Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' at fld. 200/00E. HIWAS.



AMERICUS

JIMMY CARTER RGNL (ACJ) 4 NE UTC-5(-4DT) N32°06.65' W84°11.33'

468 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MCN

RWY 05-23: H6021X100 (ASPH) S-30, D-50 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 23: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 09-27: H3787X75 (ASPH) S-30

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1200Z—dusk. Wildlife activity on and invof arpt. MIRL Rwy 05-23 preset low ints dusk-0300Z, to increase ints—CTAF. After 0300Z ACTIVATE MIRL Rwy 05-23—CTAF. ACTIVATE MALS F Rwy 23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.375 (229) 928-0934.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1115-0500Z) CLNC DEL 119.95

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z) CLNC DEL
123.95

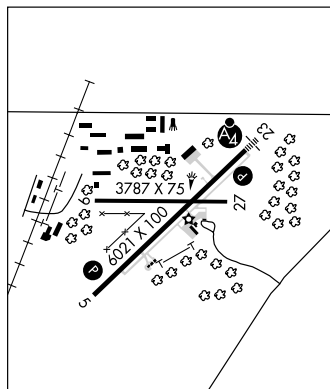
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'
W84°17.59' 013° 27.8 NM to fld. 280/02W. HIWAS.

LINDBERGH NDB (MHW) 242 LKG N32°10.47' W84°06.49'
230° 5.6 NM to fld. NOTAM FILE MCN.

ILS 110.5 I-ACJ Rwy 23. Loc only.

ATLANTA
H-9A, 12F, L-18J
IAP



LOC I-ACJ 110.5	APP CRS 229°	Rwy Idg TDZE Apt Elev	6021 464 471
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ILS or LOC/NDB RWY 23

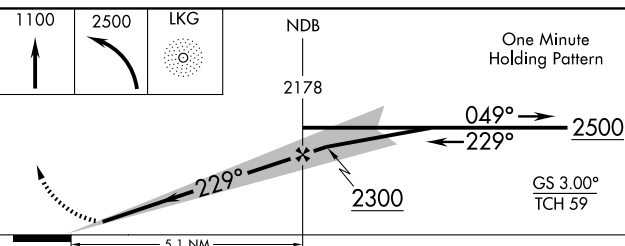
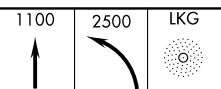
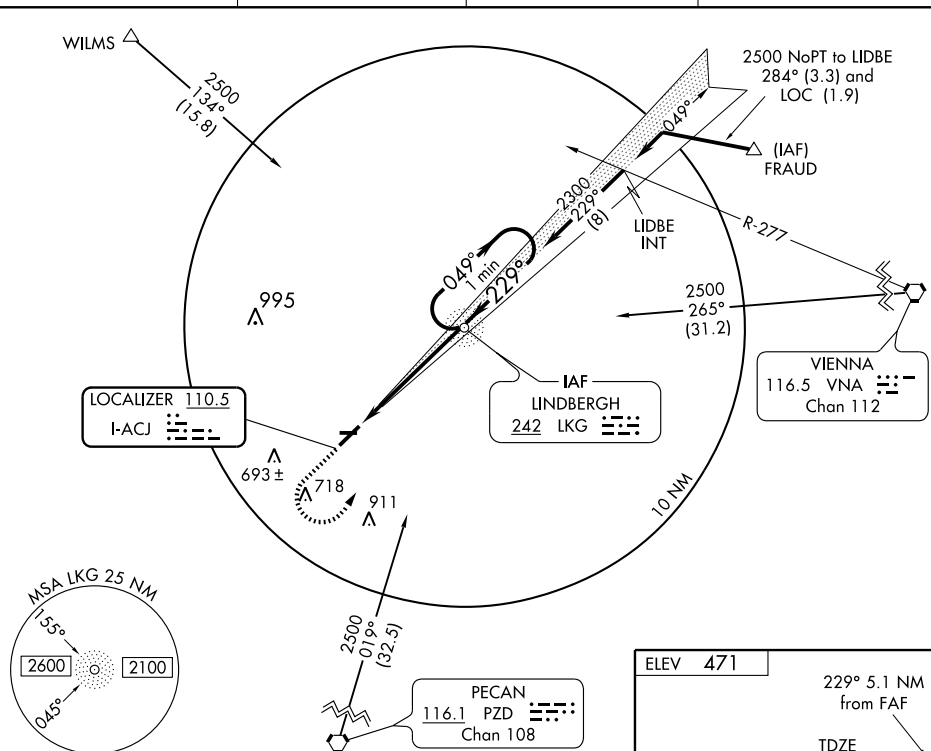
AMERICUS/ JIMMY CARTER RGNL (ACJ)

NA Inoperative table does not apply. ADF REQUIRED	MAISF 	MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.
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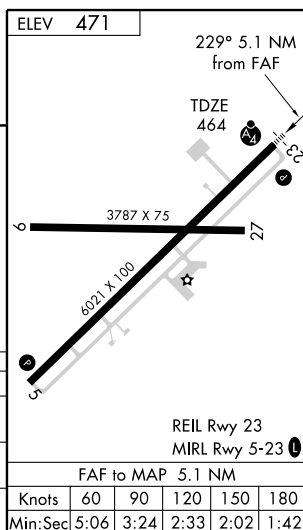
 AWOS-3
128.375

 ATLANTA APP CON ★
125.5 323.1

 ATLANTA CLNC DEL
119.95

 UNICOM
122.8 (CTAF) 0


CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)			860-1 396 (400-1 1/4)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1 1/2 469 (500-1 1/2)	1040-2 569 (600-2)



APP CRS	Rwy Idg	6021
049°	TDZE	467
	Apt Elev	471

RNAV (GPS) RWY 5

AMERICUS/ JIMMY CARTER RGNL (ACJ)



DME/DME RNP-0.3 NA.

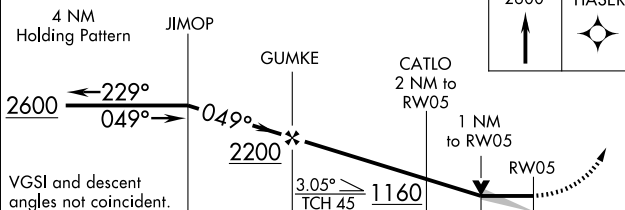
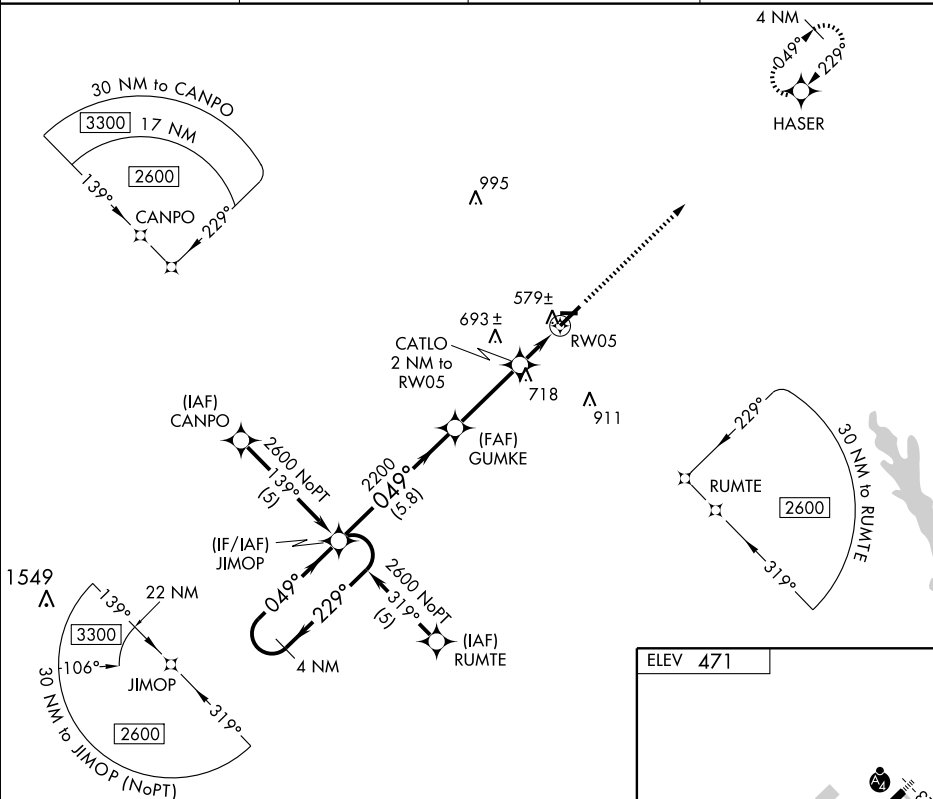
MISSED APPROACH: Climb to 2600 direct HASER WP and hold.

AWOS-3
128.375

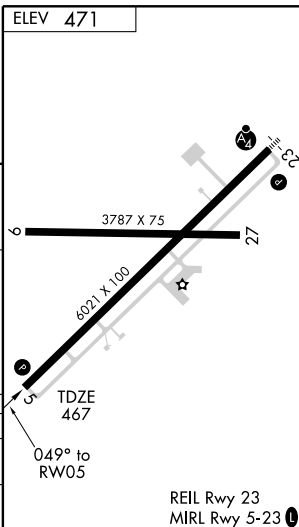
ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
119.95

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAY MDA	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)



AMERICUS, GEORGIA
Orig-A 10266

AMERICUS/ JIMMY CARTER RGNL (ACJ)

32° 07' N-84° 11' W

RNAV (GPS) RWY 5

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6021
229°	TDZE	464
	Apt Elev	471

RNAV (GPS) RWY 23

AMERICUS/ JIMMY CARTER RGNL (ACJ)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALSF



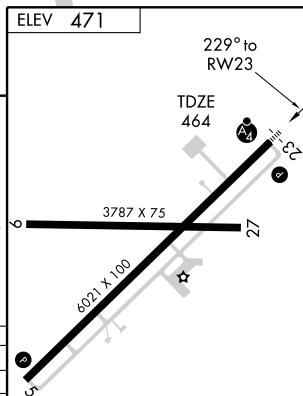
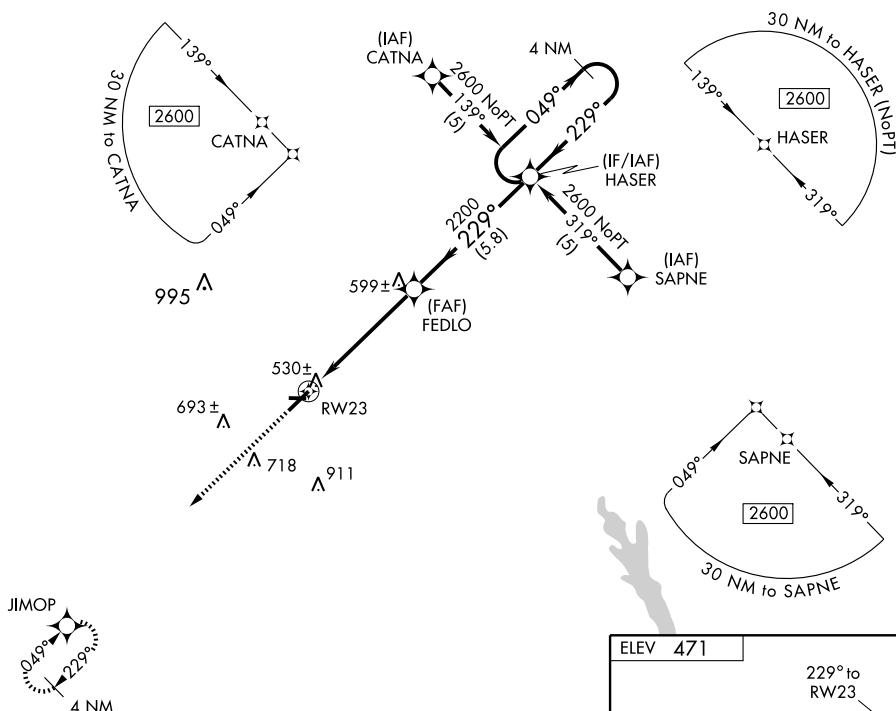
MISSED APPROACH: Climb to 2600
direct JIMOP WP and hold.

AWOS-3
128.375

ATLANTA APP CON★
125.5 323.1

ATLANTA CLNC DEL
119.95

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	830-1¼ 366 (400-1¼)			
LNAV MDA	840-1 376 (400-1)			840-1¼ 376 (400-1¼)
CIRCLING	900-1¼ 429 (500-1¼)	940-1¼ 469 (500-1¼)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23

AMERICUS, GEORGIA
Orig-A 10266

AMERICUS/ JIMMY CARTER RGNI (A.C.T)

32° 07' N-84° 11' W

RNAV (GPS) RWY 23

SE-4. 21 OCT 2010 to 18 NOV 2010

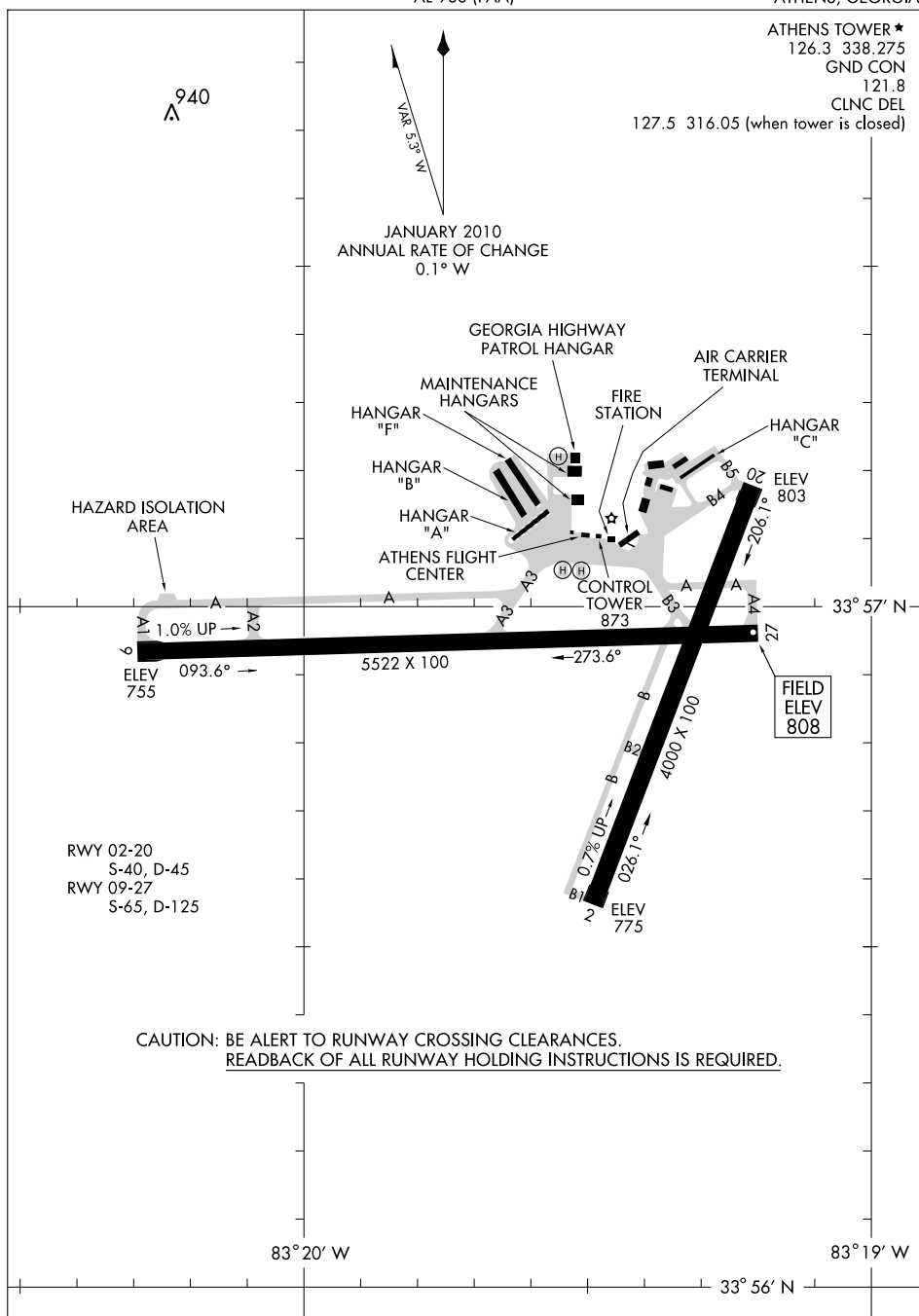
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATHENS/BEN EPPS (AHN)

ATHENS, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ASHBURN

TURNER CO (75J) 2 SE UTC-5(-4DT) N31°41.14' W83°37.93'

JACKSONVILLE

389 B NOTAM FILE MCN

RWY 16-34: H3204X50 (ASPH) S-30 MIRL

RWY 16: Trees. RWY 34: PAPI(P2L). Trees.

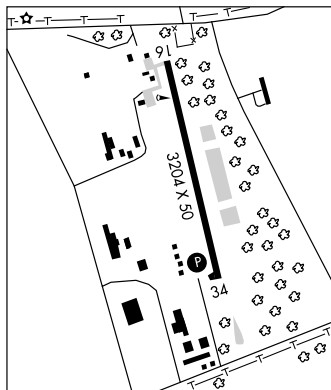
AIRPORT REMARKS: Unattended. Rotating bcn located ¼ mile N.W. of arpt. MIRL Rwy 16-34 opr dusk-0500Z±, after 0500Z±, ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 191° 32.3 NM to fld. 300/01E.

L-18J



ATHENS/BEN EPPS (AHN) 3 E UTC-5(-4DT) N33°56.92' W83°19.58'

ATLANTA

808 B S4 FUEL 100LL, JET A1 TPA—See Remarks ARFF Index—See Remarks

H-9B, 12G, L-18J

NOTAM FILE AHN

IAP, AD

RWY 09-27: H5522X100 (ASPH-GRVD) S-65, D-125

MIRL 1.0% up E

RWY 09: PAPI(P4L)—GA 3.0° TCH 39'.

RWY 27: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 02-20: H4000X100 (ASPH) S-40, D-45 MIRL 0.7% up N

RWY 02: VASI(V4L)—GA 3.75° TCH 43'. Trees.

RWY 20: PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0300Z±. TPA—for light acft 1800 (992), for jets 2300 (1492). Class II, ARFF Index A. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hrs PPR call arpt manager 706-613-3420. Index B ARFF equipment is avbl. Rwy 02-20 non-air carrier only. Noise sensitive area south of arpt, ctc FBO for information. ACTIVATE PAPI Rwy 09 and 20, REIL Rwy 27 and ODALS Rwy 27—CTAF. When twr clsd MIRL Rwy 09-27 preset low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 132.875 (706) 613-7373.

HIWAS 109.6 AHN.

COMMUNICATIONS: CTAF 126.3 UNICOM 122.95

RCO 122.1R 109.6T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000') 127.5 (abv 7000') (1115-0500Z±)

ATLANTA CLNC DEL 127.5 (when twr clsd)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z±)

TOWER 126.3 (1300-0100Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0100Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

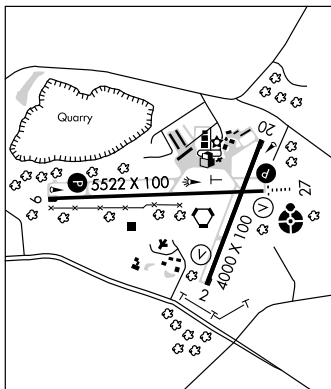
(H) VORTAC 109.6 AHN Chan 33 N33°56.86' W83°19.49' at fld. 790/00E. HIWAS.

TACAN DME unusable 171°-181° byd 28 NM blo 4000'.

BULLDOG NDB (MHW) 221 BJT N33°57.09' W83°13.18' 271° 5.3 NM to fld.

NDB unmonitored 0300-1100Z±.

ILS 110.95 I-AHN Rwy 27. Class IB. Localizer unmonitored 0300-1100Z±.



ATLANTA N33°37.75' W84°26.11' NOTAM FILE ATL.

ATLANTA

(H) VORTAC 116.9 ATL Chan 116 at Hartsfield-Jackson Atlanta Intl. 1000/00E.

H-9A, 12F, L-18J, A

RCO 122.1R 116.9T (MACON RADIO)

RCO 122.6 122.2 (MACON RADIO)

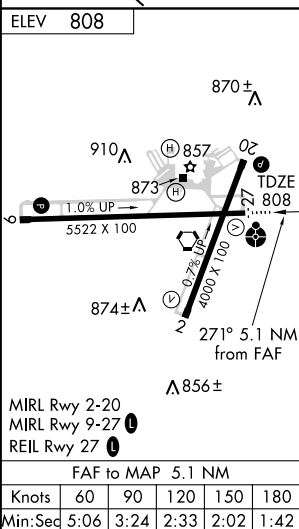
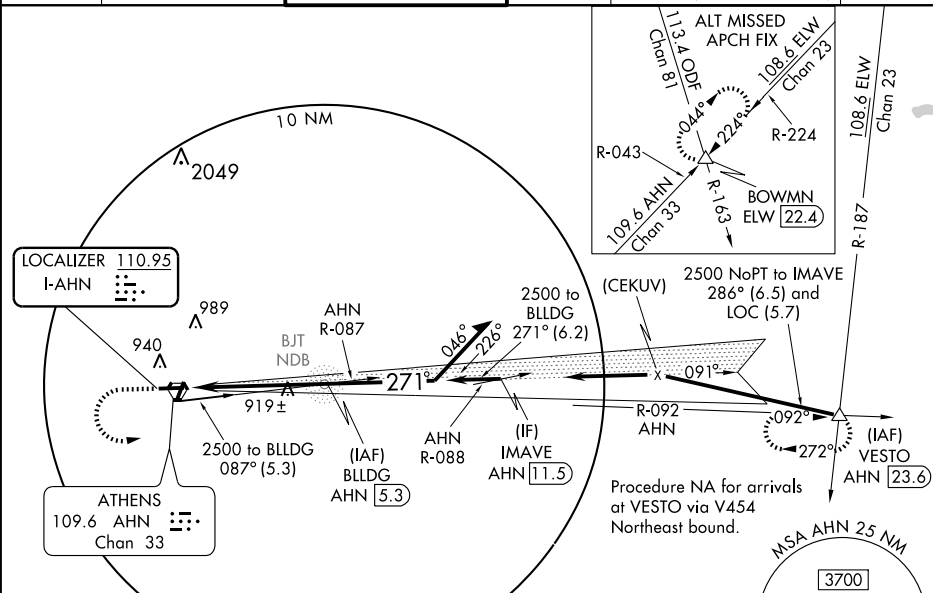
LOC I-AHN 110.95	APP CRS 271°	Rwy Idg TDZE Apt Elev	5522 808 808
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ILS or LOC/DME RWY 27

ATHENS/BEN EPPS (AHN)

<p>▼ DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities ¼ mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C ½ mile and D ¼ mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.</p>	<p>ODALS</p> <p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.</p>
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ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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1500	2500	VESTO	BLDG AHN 5.3	Remain within 10 NM
↑	HDG 060° AHN R-092 109.6	△	2500	091°
VGSI and ILS glidepath not coincident.				
5.1 NM				
GS 3.00° TCH 45				
CATEGORY	A	B	C	D
S-ILS 27	1008-3/4 200 (200-3/4)			
S-LOC 27	1180-3/4 372 (400-3/4)			1180-1 1/4 372 (400-1 1/4)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1 1/2 452 (500-1 1/2)	1360-2 552 (600-2)

NDB BJT	APP CRS	Rwy Idg	5522
<u>221</u>	272°	TDZE	808
		Apt Elev	808

NDB RWY 27
ATHENS/BEN EPPS (AHN)

T When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility $\frac{1}{4}$ mile. Inoperative table does not apply to Cat. C.

ODALS



MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

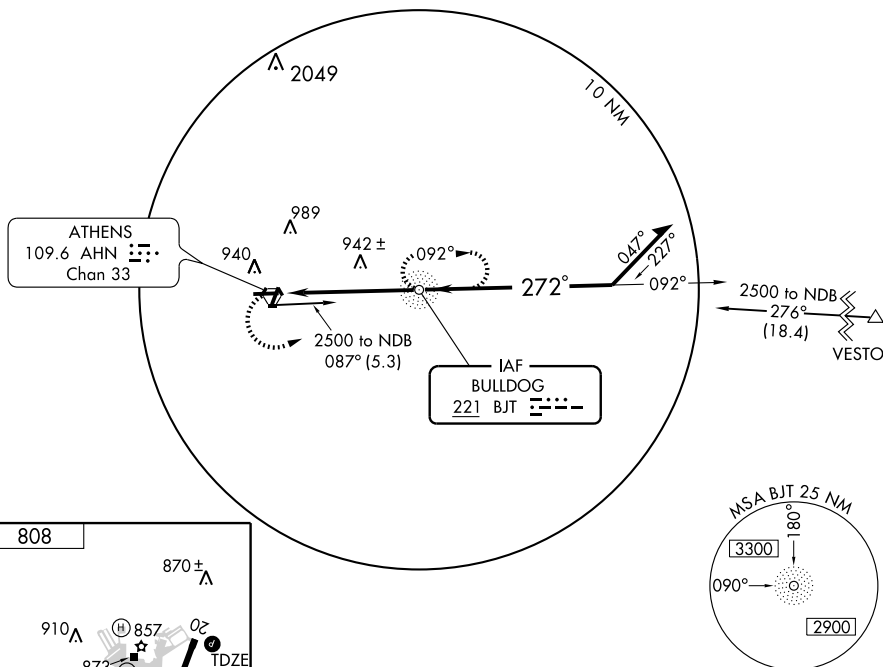
ASOS
132.875

ATLANTA APP CON★
132.475 291.1

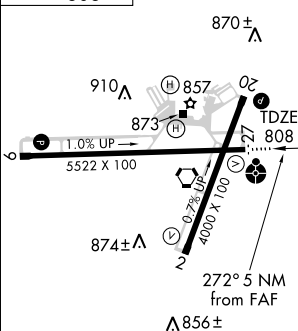
ATHENS TOWER★
126.3 (CTAF) 338.275

GND CON
121.8

CLNC DEL
127.5 (when tower closed)
316.05 (when tower closed)

UNICOM
122.95

ELEV	808
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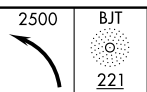


MIRL Rwy 2-20
MIRL Rwy 9-27 **L**
REIL Rwy 27 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ATHENS, GEORGIA
Amdt 1 08325



ND

Remain
within 10 NM

1

2500

CATEGORY	A	B	C	D
S-27	1300- ³ / ₄	492 (500- ³ / ₄)	1300-1 ¹ / ₄ 492 (500-1 ¹ / ₄)	1300-1 ¹ / ₂ 492 (500-1 ¹ / ₂)
CIRCLING	1300-1	492 (500-1)	1300-1 ¹ / ₂ 492 (500-1 ¹ / ₂)	1360-2 552 (600-2)

ATHENS/BEN EPPS (AHN)
NDR, PMM 27

NDB RWY 27

33° 57' N - 83° 20' W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

ATHENS/BEN EPPS (AHN)

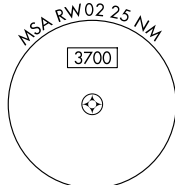
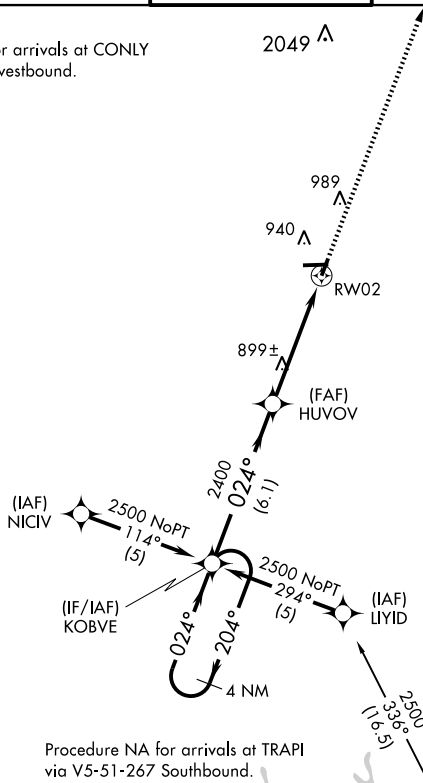
APP CRS	Rwy Idg	4000
024°	TDZE	805
	Apt Elev	808

▼ When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct UMMIL and hold.

ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 0 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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Procedure NA for arrivals at CONLY via V325 Northwestbound.



Procedure NA for arrivals at TRAPI via V5-51-267 Southbound.

ELEV 808

MIRL Rwy 2-20

MIRL Rwy 9-27

REIL Rwy 27

870±

910

873

857

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

874±

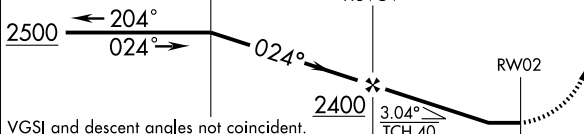
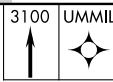
874±

874±

4 NM Holding Pattern

KOBVE

HUVOV



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1200-1	395 (400-1)	1200-1¼	395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

ATHENS, GEORGIA

Orig 08325

33°57'N - 83°20'W

ATHENS/BEN EPPS (AHN)

RNAV (GPS) RWY 2

APP CRS	Rwy Idg	5522
091°	TDZE	778
	Apt Elev	808

RNAV (GPS) RWY 9

ATHENS/BEN EPPS (AHN)

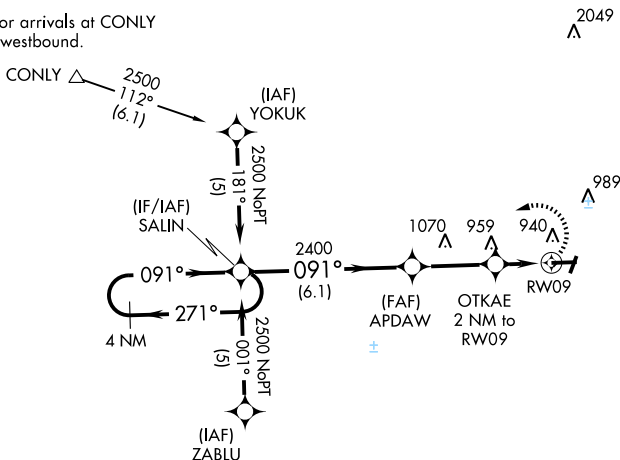
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cts. C and D visibility ¼ mile.

A

MISSED APPROACH: Climbing left turn to 2500 direct SALIN and hold.

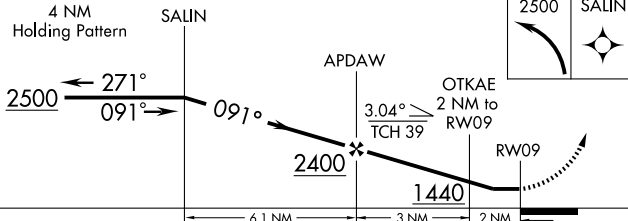
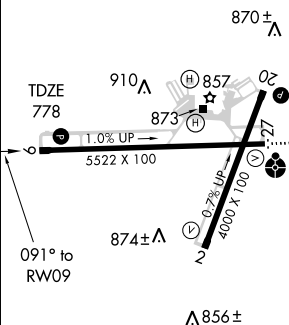
ASOS	ATLANTA APP CON*	ATHENS TOWER*	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) 0 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.



ELEV 808

Procedure NA for arrivals at MADDI via V20-35-66 Southbound.



MIRL Rwy 2-20
MIRL Rwy 9-27
REIL Rwy 27

ATHENS, GEORGIA
Orig 08325

33° 57'N - 83° 20'W

ATHENS/BEN EPPS (AHN)

RNAV (GPS) RWY 9

APP CRS	Rwy Idg	4000
204°	TDZE	807
	Apt Elev	808

RNAV (GPS) RWY 20

ATHENS/BEN EPPS (AHN)

T When local altimeter setting not received, use Winder
A altimeter setting and increase all MDA 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct UMMIL and hold.

ASOS
132.875

ATLANTA APP CON★
132.475 291.1

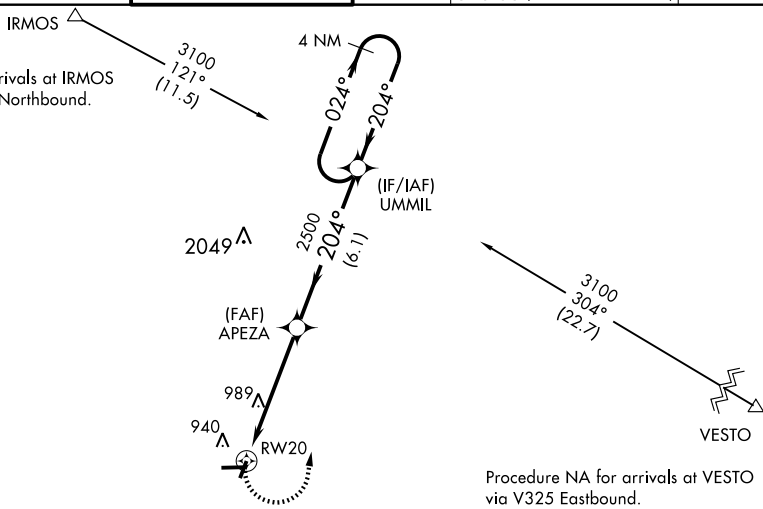
ATHENS TOWER★
126.3 (CTAF) **L** 338.275

GND CON
121.8

CLNC DEL
127.5 (when tower closed)
316.05 (when tower closed)

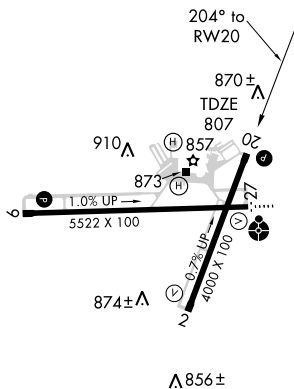
UNICOM
122.95

Procedure NA for arrivals at IRMOS
via V5-51-267-417 Northbound.

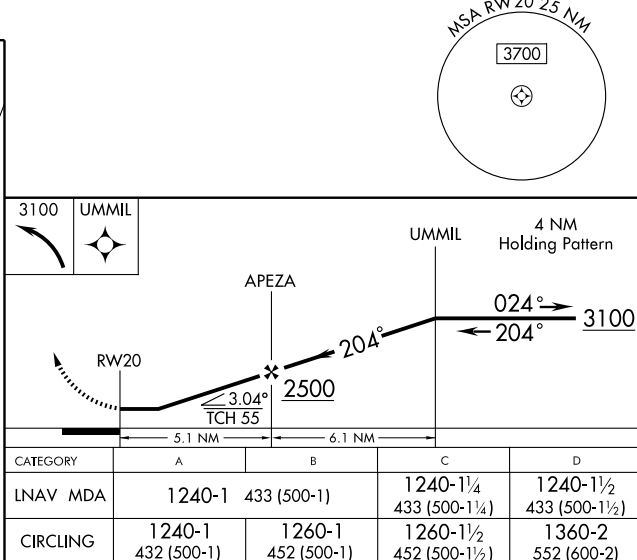


Procedure NA for arrivals at VESTO
via V325 Eastbound.

ELEV 808



MIRL Rwy 2-20
MIRL Rwy 9-27 **L**
REIL Rwy 27 **L**



ATHENS, GEORGIA
Orig 08325

33°57'N - 83°20'W

ATHENS/BEN EPPS (AHN)
RNAV (GPS) RWY 20

SE-4, 21 OCT 2010 to 18 NOV 2010

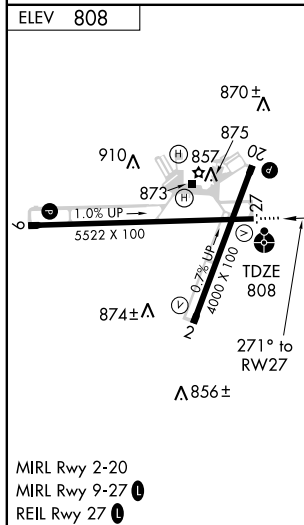
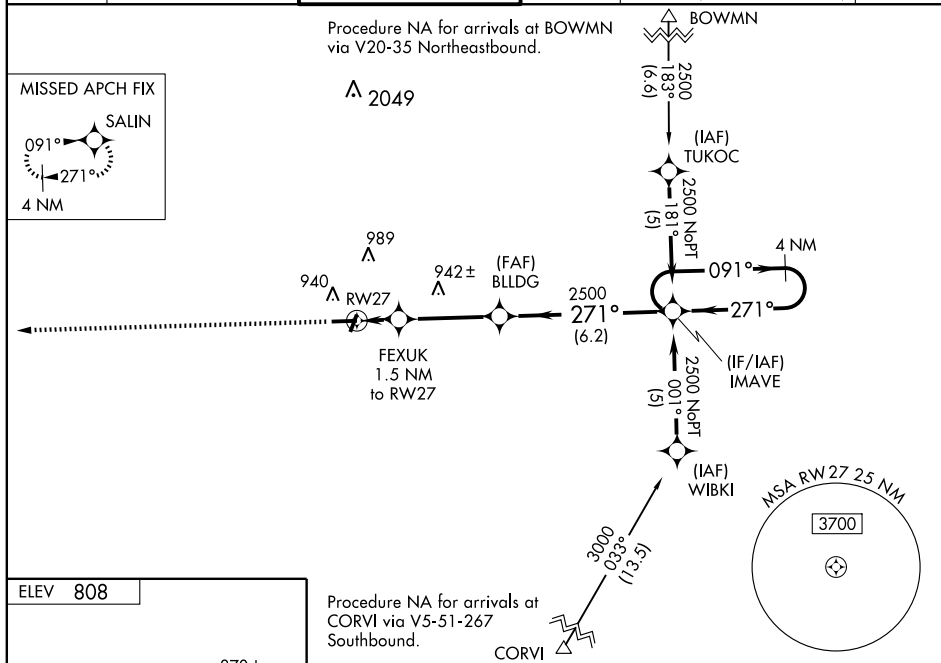
WAAS CH 69503 W27A	APP CRS 271°	Rwy Idg 5522 TDZE 808 Apt Elev 808
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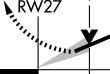
RNAV (GPS) RWY 27

ATHENS/BEN EPPS (AHN)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1½ mile all Cats., and LNAV Cat. D visibility to 1½ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. when using Winder altimeter setting.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2500 direct SALIN and hold.</p>
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ASOS 132.875	ATLANTA APP CON* 132.475 291.1	ATHENS TOWER* 126.3 (CTAF) 0 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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2500 ↑	SALIN 	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern	
*LNAV only.		FEXUK 1.5 NM to RW27	BLDG	
		*0.9 NM to RW27	IMAVE	
		*1320	271° → 091° ← 271° 2500	
			GS 3.00° TCH 45	
		0.9	0.6	
		3.6 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	1058-3/4 250 (300-3/4)			
LNAV/ VNAV DA	1120-3/4 312 (400-3/4)			1120-1 312 (400-1)
LNAV MDA	1140-3/4 332 (400-3/4)			1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	014°	TDZE	805
Chan 33		Apf Elev	808

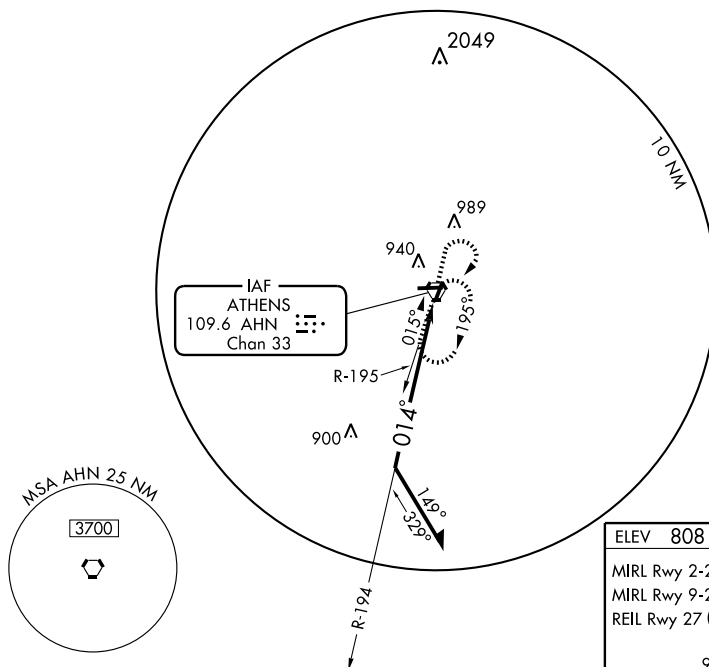
VOR RWY 2

ATHENS/BEN EPPS (AHN)

▼ Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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Remain within 10 NM

VORTAC

2100

2300

AHN

109.6

2300

194°

014°

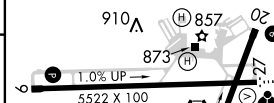
ELEV 808

MIRL Rwy 2-20

MIRL Rwy 9-27

REIL Rwy 27

870±



874±

014° to VORTAC

TDZE 805

856±

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)		1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

VORTAC AHN	APP CRS	Rwy Idg	5522
109.6	261°	TDZE	808
Chgn 33		Apt Elev	808

VOR RWY 27
ATHENS/BEN EPPS (AHN)

T When local altimeter setting not received, use Winder altimeter
A setting and increase all MDA 60 feet; increase S-27 Cats. C and D
visibility ¼ mile. VDP NA when using Winder altimeter setting.
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

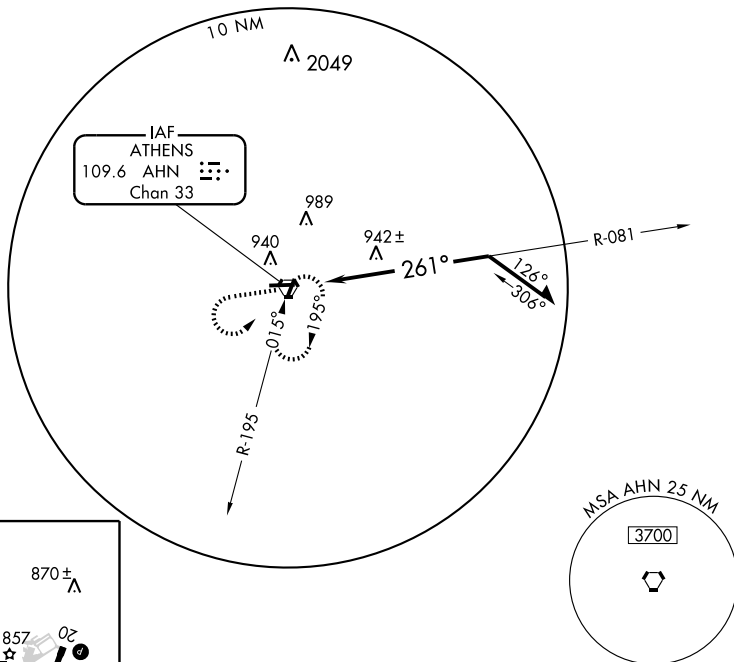
ASOS
132.875

ATLANTA APP CON★
132.475 291.1

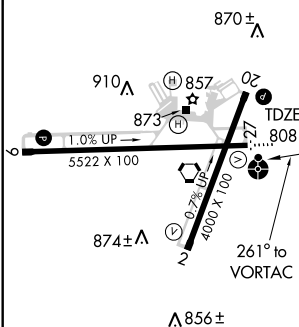
ATHENS TOWER★
126.3 (CTAF) **L** 338.275

GND CON
121.8

CLNC DEL
127.5 (when tower closed)
316.05 (when tower closed)

UNICOM
122.95

ELEV 808



2400

AHN

109.6

VORTAC

Remain
within 10 NM

2400

CATEGORY

A

B

C

D

S.27

 $1300 - 3\% = 492 (500 - 3\%)$

1300-1¼

1300-1½

$$\frac{492 (500 - 1\frac{1}{4})}{1,000 - 1\frac{1}{4}}$$

492 (500-1½)

1040.0

CIRCLING

1300-1 492 (500-1)

492 (500-1½)

$$552(600-2)$$

ATHENS, GEORGIA

Amdt 12 08325

33°57'N - 83°20'W

ATHENS/BEN EPPS (AHN)

VOR RWY 27

SE-4. 21 OCT 2010 to 18 NOV 2010

HARTSFIELD-JACKSON ATLANTA INTL

(ATL) 6 S UTC-5(-4DT)

N33°38.20' W84°25.68'

ATLANTA

1026 B S4 FUEL 100, 100LL, JET A OX 1, 2, 3, 4 LRA

Class I, ARFF Index E

H-9A, 12F, L-18J, A

IAP, AD

NOTAM FILE ATL

RWY 09L-27R: H11890X150 (CONC-GRVD) S-120, D-200,

2D-360 PCN 62 R/A/W/T HIRL CL

RWY 09L: MALSR. PAPI(P4R)—GA 3.0° TCH 56'. Concrete Hopper. 0.3% down.**RWY 27R:** MALSR. PAPI(P4R)—GA 3.0° TCH 56'. 0.4% up.**RWY 08R-26L:** H10000X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 74 R/A/W/T HIRL CL

RWY 08R: TDZL. PAPI(P4L)—GA 3.0° TCH 53'. Railroad. 1.0% down.**RWY 26L:** MALSR. PAPI(P4L). TCH 52'. Vent pipe. 0.4% down.**RWY 09R-27L:** H9001X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 68 R/A/W/T HIRL CL

RWY 09R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 54'. Tower. 0.4% down.**RWY 27L:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 67'. 0.5% up.**RWY 08L-26R:** H9000X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 62 R/A/W/T HIRL CL

RWY 08L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 59'. Sign. 0.6% down.**RWY 26R:** MALSR. TDZL. PAPI(P4L). TCH 58'. Antenna.**RWY 10-28:** H9000X150 (CONC-GRVD) S-75, D-209, 2D-600, 2D/2D2-900 PCN 74 R/A/W/T

HIRL CL

RWY 10: ALSF2. TDZL. Sign. Rgt tfc.**RWY 28:** ALSF2. TDZL. Tower.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 08L	TWY B13	8490
RWY 09R	TWY J	8620
RWY 26R	TWY H	8600
RWY 27L	TWY P	8600

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:	TORA-9000	TODA-9000	ASDA-8800	LDA-8800
RWY 09L:	TORA-11890	TODA-11890	ASDA-11730	LDA-11730
RWY 09R:	TORA-9000	TODA-9000	ASDA-9000	LDA-9000
RWY 26R:	TORA-9000	TODA-9000	ASDA-8800	LDA-8800
RWY 27L:	TORA-9000	TODA-9000	ASDA-8865	LDA-8865
RWY 27R:	TORA-11890	TODA-11890	ASDA-11690	LDA-11690

AIRPORT REMARKS: Attended continuously. Unlgt'd 170 ft AGL twr 3 mi WNW. Group VI acft (Lockheed Galaxy-C-5, Antonov AN-124 and AN-125) with a wingspan of greater than 214' are restricted from using Twy L east of Ramp 6 south to the west side of Ramp 6 south, and Twy F east of ramp 5 north and west of Twy Dixie. Acft with wingspan greater than 171' are restricted from using Twy V. ASDE-X surveillance system in use: pilots should opr transponders with Mode C on all twys and rwys. Noise and operations monitoring system (NOMS) program in effect; call the Atlanta Dept of Aviation 770-43-noise or 770-436-6473 for more info. All runways, touch and go operations, low approaches, and practice instrument approaches not permitted. Preferential rwy use in effect, expect to use Rwy 08R-26L, 09L-27R for deps; Rwy 08L-26R, 09R-27L are used primarily for arrivals. Rwy 09L departures can expect intersection departure from M2 with rwy remaining 10,940'. Runups are permitted at various sites; coordinate use of city facilities, movement areas, allowable non-movement areas with Dept of Aviation operations, 404-530-6620; and coordinate the use of the airlines' facilities with them. Rwy 10 touchdown, midfield and rollout runway visual range avbl. Rwy 28 touchdown, midfield and rollout runway visual range avbl. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (404) 762-1121. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS ARR 119.65 (404) 763-7988. D-ATIS DEP 125.55 UNICOM 122.95

ATLANTA RCO 122.1R, 116.9T (MACON RADIO)

Ⓡ ATLANTA APP CON 127.9

ATLANTA TOWER 125.325 (Rwy 08R-26L) 123.85 (Rwy 09L-27R) 119.5 (Rwy 10-28) 119.3 (Rwy 09R-27L) 119.1 (Rwy 08L-26R)

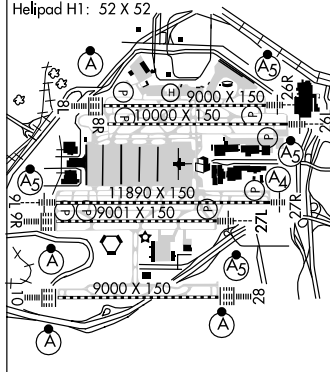
GND CON 121.75 (Rwys 09L-27R, 09R-27L) 121.9 (Rwys 08R-26L, 08L-26R) 121.65 (Rwy 10-28)

CLNC DEL 118.1

Ⓡ ATLANTA DEP CON 125.65 (Rwys 09L-27R and 09R-27L) 135.375 (Rwy 10-28) 125.7 (08L-26R and 08R-26L)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

Helipad H1: 52 X 52



CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' at fld. 1000/00E.
 REDAN NDB (MHW/LOM) 266 BR N33°38.72' W84°18.68' 267° 5.9 NM to fld.
 ILS/DME 109.9 I-ATL Chan 36 RWY 08R.
 ILS/DME 108.9 I-FUN Chan 26 RWY 09R. Class IIIE.
 ILS/DME 110.5 I-HZK Chan 42 Rwy 09L. LOC unusable byd 25° N of centerline.
 ILS/DME 108.7 I-BRU Chan 24 Rwy 26L. LOM REDAN NDB.
 ILS/DME 108.5 I-FSQ Chan 22 Rwy 27L.
 ILS/DME 111.3 I-AFA Chan 50 Rwy 27R. SHUTDOWN.
 ILS/DME 109.3 I-HFW Chan 30 Rwy 08L. Class IIIE. LOM CATT A NDB. LOC unusable byd 30° right of centerline.
 ILS/DME 110.1 I-GXZ Chan 38 Rwy 26R. Class IE. LOM REDAN NDB.
 ILS/DME 111.55 I-OMO Chan 52(Y) Rwy 10. Class IIID. LOC unusable throughout Zone 5 due to structure at 0.67 NM.
 ILS/DME 111.75 I-PKU Chan 54(Y) Rwy 28. Class IIIE.

COMM/NAV/WEATHER REMARKS: Be alert to rwy crossing clearances. Readback of all rwy holding instructions is required.
 Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM Approaches. Rwy 09L-27R and Rwy 09R-27L Monitor 132.55, Rwy 10-28 Monitor 133.425, Rwy 08L-26R and Rwy 08R-26L 126.9.

HELIPAD H1: H52X52 (ASPH)

NEWNAN COWETA CO

(CCO) 4 S UTC-5(-4DT) N33°18.69' W84°46.19'

ATLANTA

970 B S4 FUEL 100LL, JET A1 OX 4 NOTAM FILE CCO
 RWY 14-32: H5500X100 (ASPH) S-26, D-37 MIRL 0.7% up NW

H-9A, 12F, L-181, A

IAP

RWY 14: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 32: MALSR. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z, Sat-Sun 1300-2300Z. Birds invof arpt. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (770) 254-1617

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

GCO 121.725 (FLIGHT SERVICES)

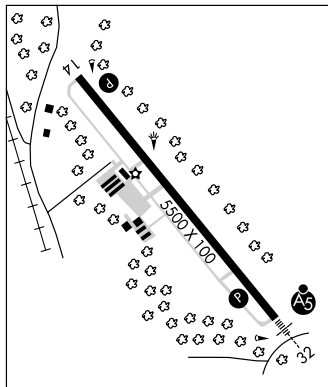
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37' 053° 27 NM to fld. 790/01E. HIWAS.

COWETA CO NDB (MHW) 234 EQQ N33°15.42'

W84°42.80' 322° 4.3 NM to fld.

ILS 110.75 I-CCO Rwy 32. LOC only.



ATLANTA

PAULDING-NORTHWEST ATLANTA

(PUJ) 6 W UTC-5(-4DT) N33°54.72' W84°56.44'

ATLANTA

1289 FUEL 100LL, JET A NOTAM FILE MCN

H-9A, 12F, L-181, A

IAP

RWY 13-31: H5505X100 (CONC-GRVD) S-50, D-90 HIRL

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 49'.

AIRPORT REMARKS: Attended 1300-2200Z. HIRL Rwy 13-31 preset on low inst and PAPI Rwy 13 and Rwy 31 opr dusk-0300Z to increase ints HIRL Rwy 13-31 ACTIVATE—CTAF. After 0300Z ACTIVATE HIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.225 (770) 445-3870.

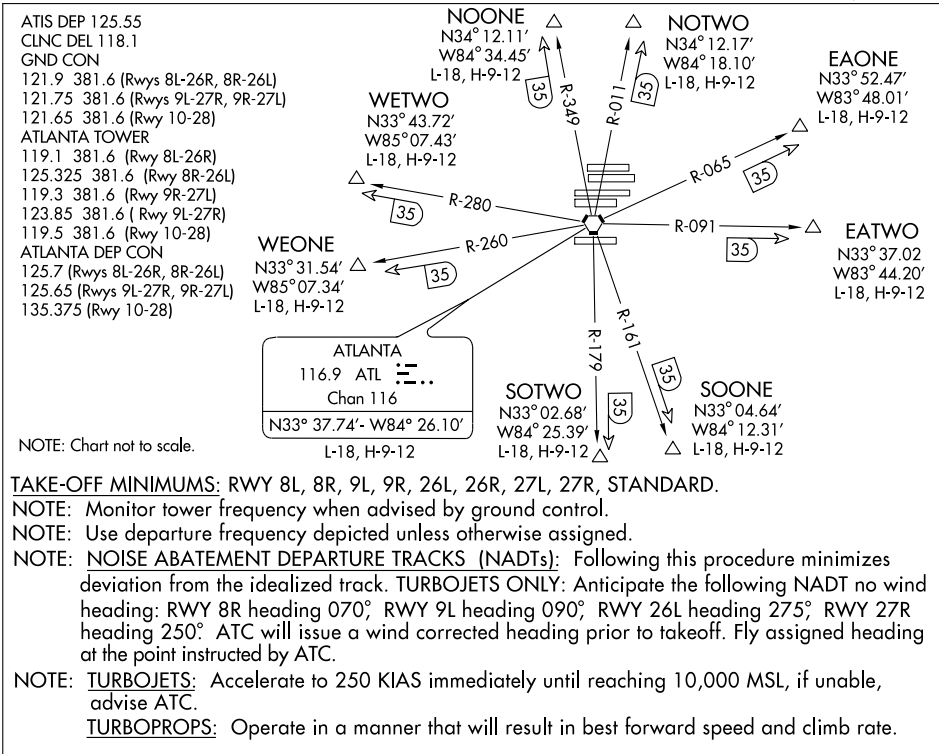
COMMUNICATIONS: CTAF/UNICOM 123.075

ATLANTA APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 148°17.5 NM to fld. 1150/01E. HIWAS.

ILS/DME 109.15 I-PUJ Chan 28Y Rwy 31. GS unusable byd 5° left of course.



TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

NOTE: Monitor tower frequency when advised by ground control.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

DEPARTURE ROUTE DESCRIPTION	
Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta Clearance Delivery.	
SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:	
INTERSECTION	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO
Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.	

ATLANTA, GEORGIA

125.65 (Rwys 9L-27R)

ATC climb of 500' per NM to 1520.



NOTE: Chart not to scale

ATLANTA, GEORGIA

BRAVS FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

WALET TRANSITION (BRAVS5.WALET):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

BRAVS FIVE DEPARTURE (RNAV)

(BRAVS5.BRAVS) 07242

ATLANTA, GEORGIA

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

CADIT FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Turbojet aircraft only.

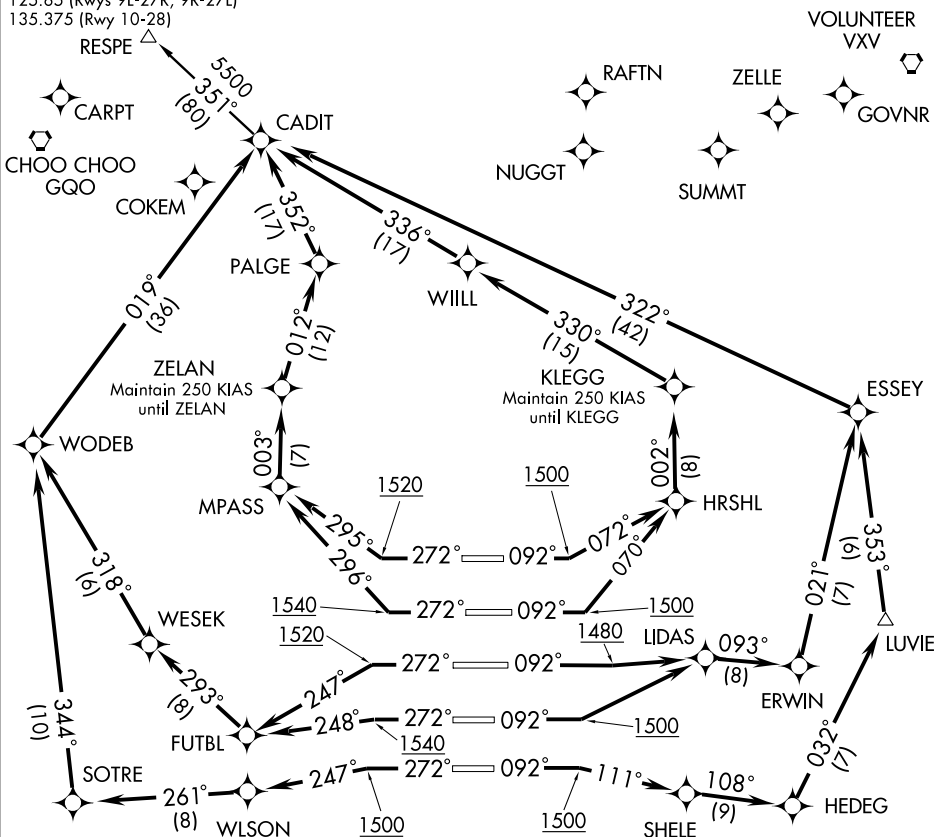
NOTE: RADAR Required.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28:

ATC climb of 500' per NM to 1500.

Rwy 26L, 27L:

ATC climb of 500' per NM to 1540.

Rwy 26R, 27R:

ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

CADIT FIVE DEPARTURE (RNAV)

ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

RESPE TRANSITION (CADIT5.RESPE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.

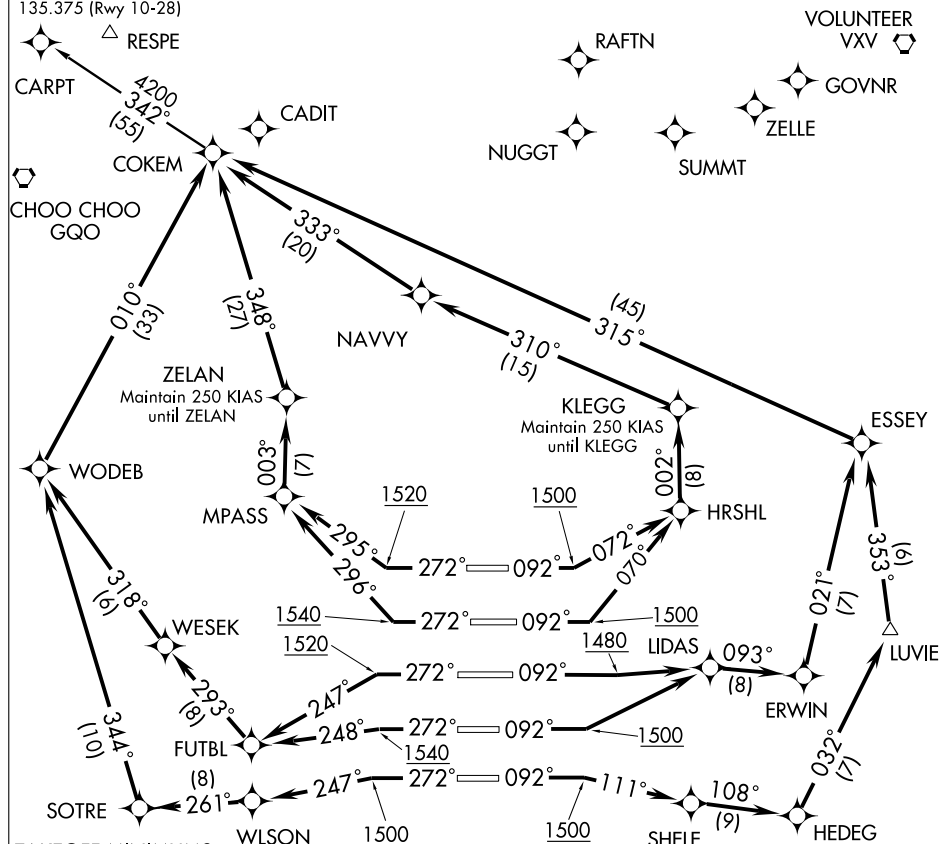
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

COKEM FOUR DEPARTURE (RNAV) SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
 CLNC DEL 118.1
 GND CON
 121.9 381.6 (Rwys 8L-26R, 8R-26L)
 121.75 381.6 (Rwys 9L-27R, 9R-27L)
 121.65 381.6 (Rwy 10-28)
 ATLANTA TOWER
 119.1 381.6 (Rwy 8L-26R)
 125.325 381.6 (Rwy 8R-26L)
 119.3 381.6 (Rwy 9R-27L)
 123.85 381.6 (Rwy 9L-27R)
 119.5 381.6 (Rwy 10-28)
 ATLANTA DEP CON
 125.7 (Rwys 8L-26R, 8R-26L)
 125.65 (Rwys 9L-27R, 9R-27L)
 135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
 NOTE: For Turbojet aircraft only.
 NOTE: RADAR Required.
 NOTE: Use departure frequency depicted unless otherwise assigned.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: RNAV 1.
 NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
 Standard with the following ATC climb rates:
 Rwy 8L, 9R, 10, 28:
 ATC climb of 500' per NM to 1500.
 Rwy 26L, 27L:
 ATC climb of 500' per NM to 1540.
 Rwy 26R, 27R:
 ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
 Rwy 9L, 300-1½ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

COKEM FOUR DEPARTURE (RNAV)

(COKEM4.COKEM) 10098

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....

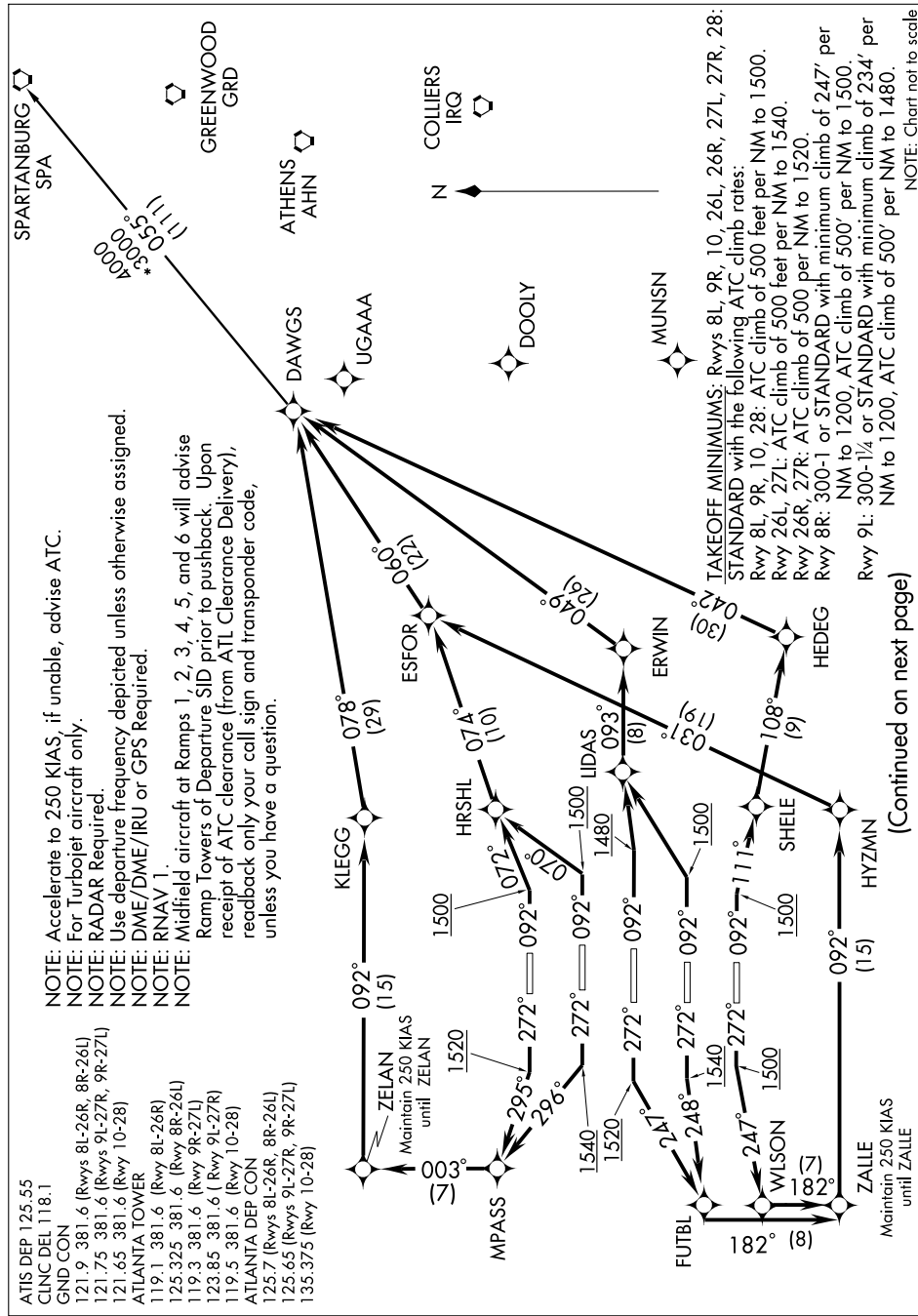
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WILSON, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

CARPT TRANSITION (COKEM4.CARPT):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

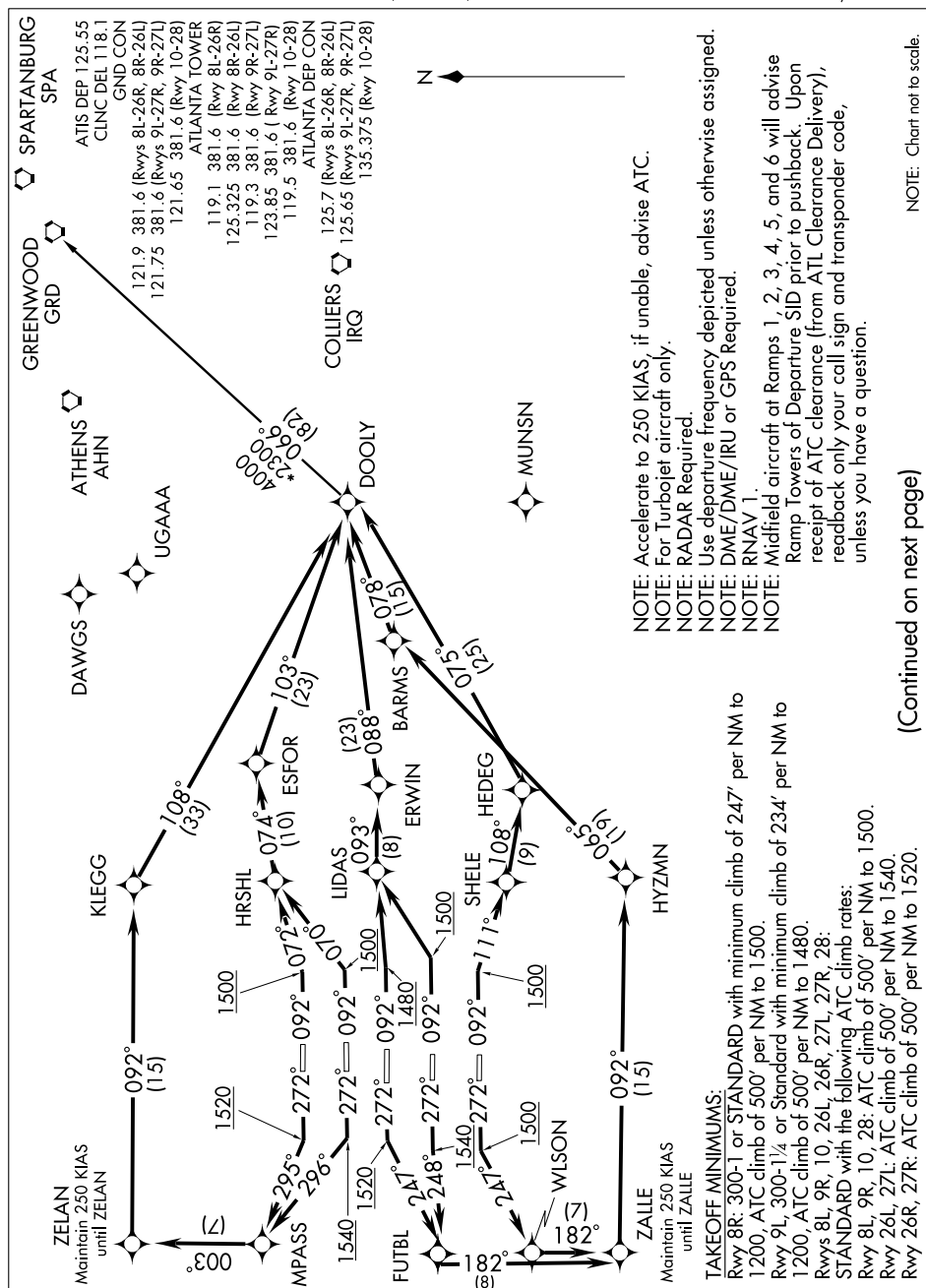


▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 10: Climb heading 092° at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....
....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

SPARTANBURG TRANSITION (DAWGS4.SPA):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

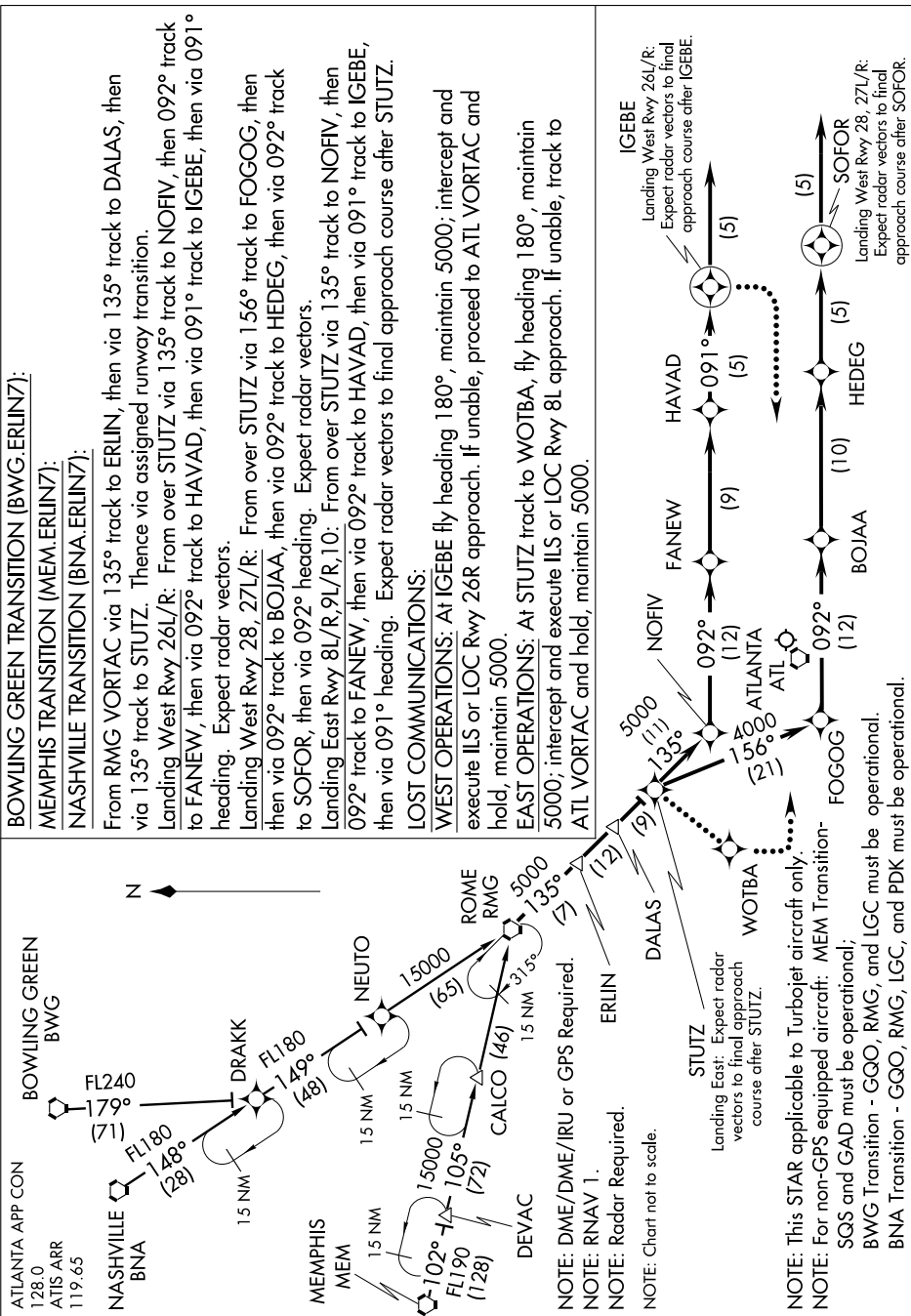
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WILSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

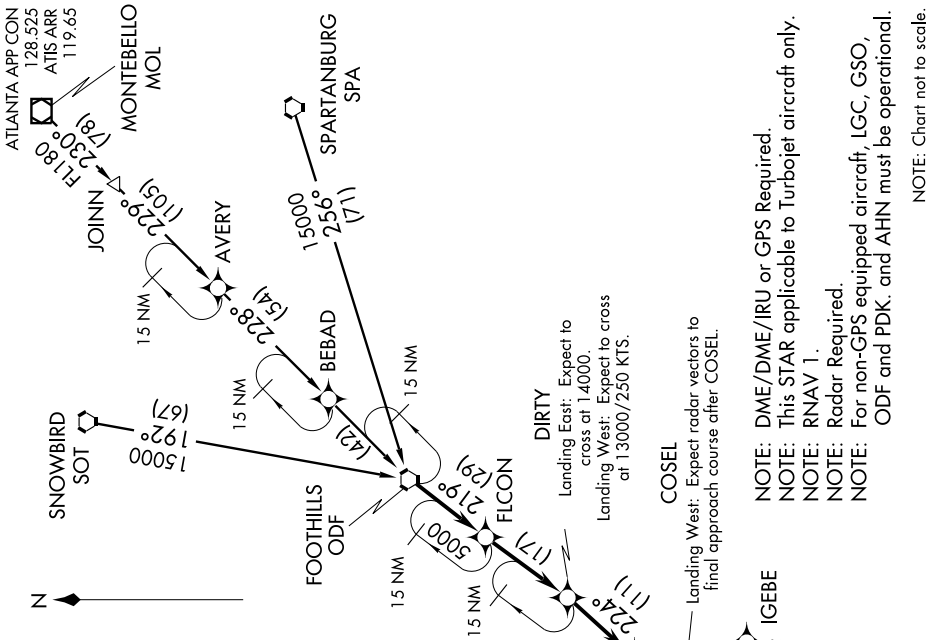
GREENWOOD TRANSITION (DOOLY4.GRD):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



FLCON FIVE ARRIVAL (RNAV)

SE-4, 21 OCT 2010 to 18 NOV 2010



MONTEBELLO TRANSITION (MOL.FLCON5):
From ODF VORTAC via 219° track to FLCON, then via 219° track to DIRTY, then via 224° track to BYRDS, then via 224° track to COSEL, then via 212° track to WORFF, thence via assigned runway transition.

SNOWBIRD TRANSITION (SOT.FLCON5):
Landing East Rwy 8R/L: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

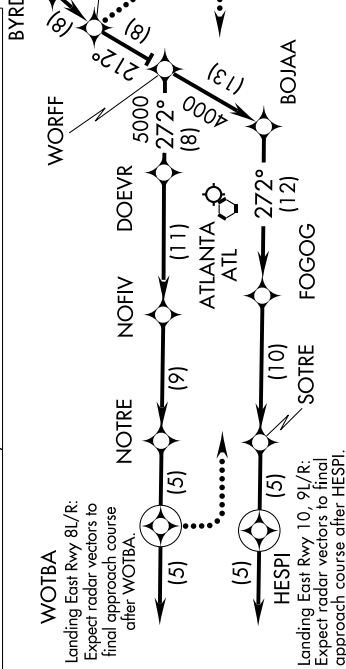
SPARTANBURG TRANSITION (SPA.FLCON5):
Landing East Rwy 10, 9L/R: From over WORFF via 212° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

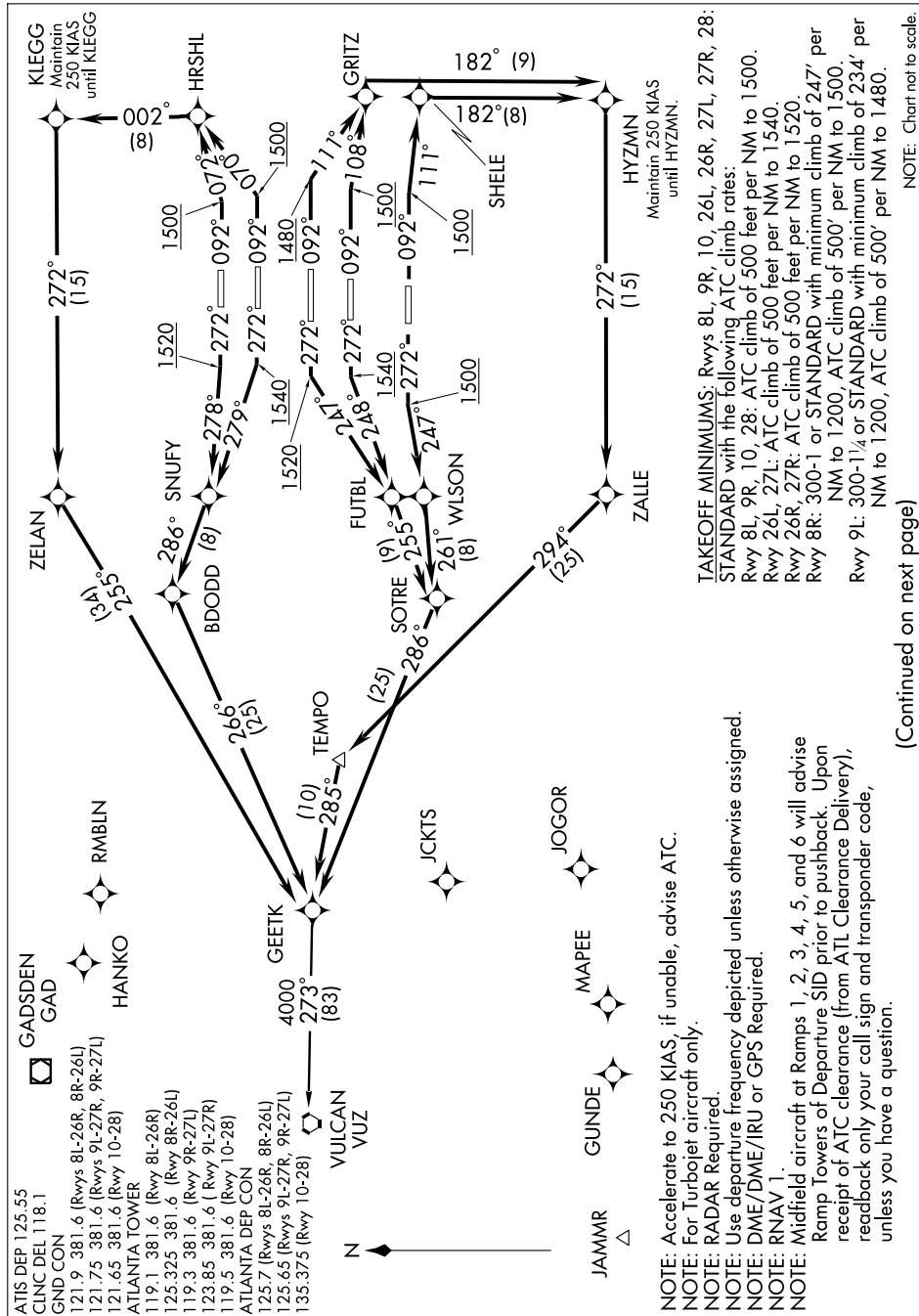
LOST COMMUNICATIONS:
WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



FLCON FIVE ARRIVAL (RNAV)

SE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

MEMPHIS TRANSITION (MEM.HERKO4):
NASHVILLE TRANSITION (BNA.HERKO4):

From over CALCO via 119° track to VIKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition. Landing West Rwy 26R/L: From over NOTRE via 092° track to NOHV, then via 092° track to FANEWF, then via 092° track to HAVAD, then via 091° track to ICEBE, then via 091° heading. Expect radar vectors.

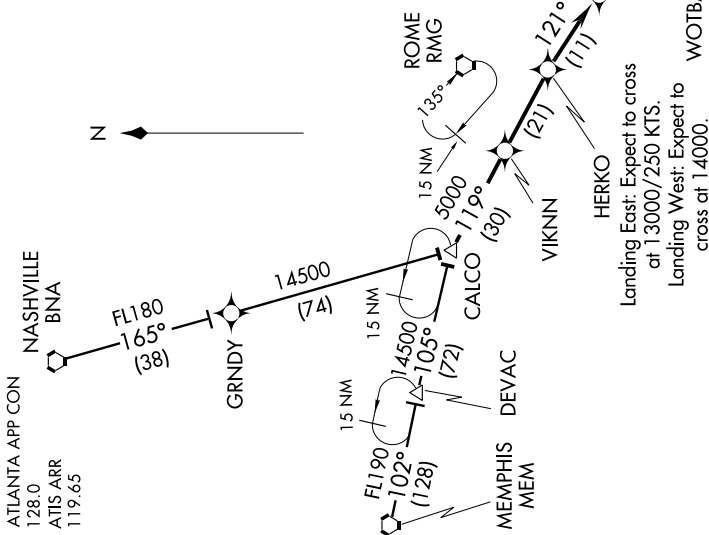
Landing West Rwy 28, 27L/R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

Landing East Rwy 8L/R, 9L/R, 10: From over NOTRE via 092° track to NOFV, then via 092° track to FANWE, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.

LOST COMMUNICATIONS:

EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



NOTE: DME/DME IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Radar Required.

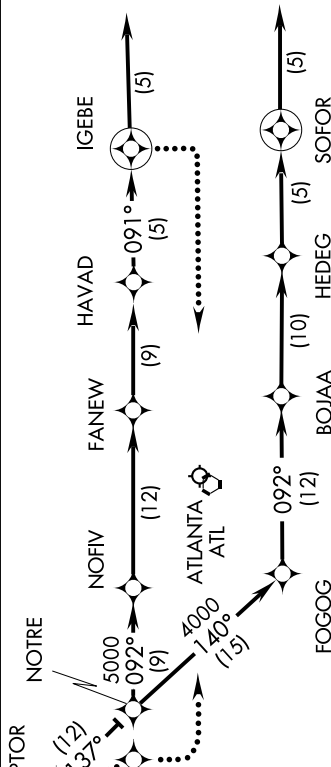
NOTE: This STAR applicable to Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft:

and GAD must be oper

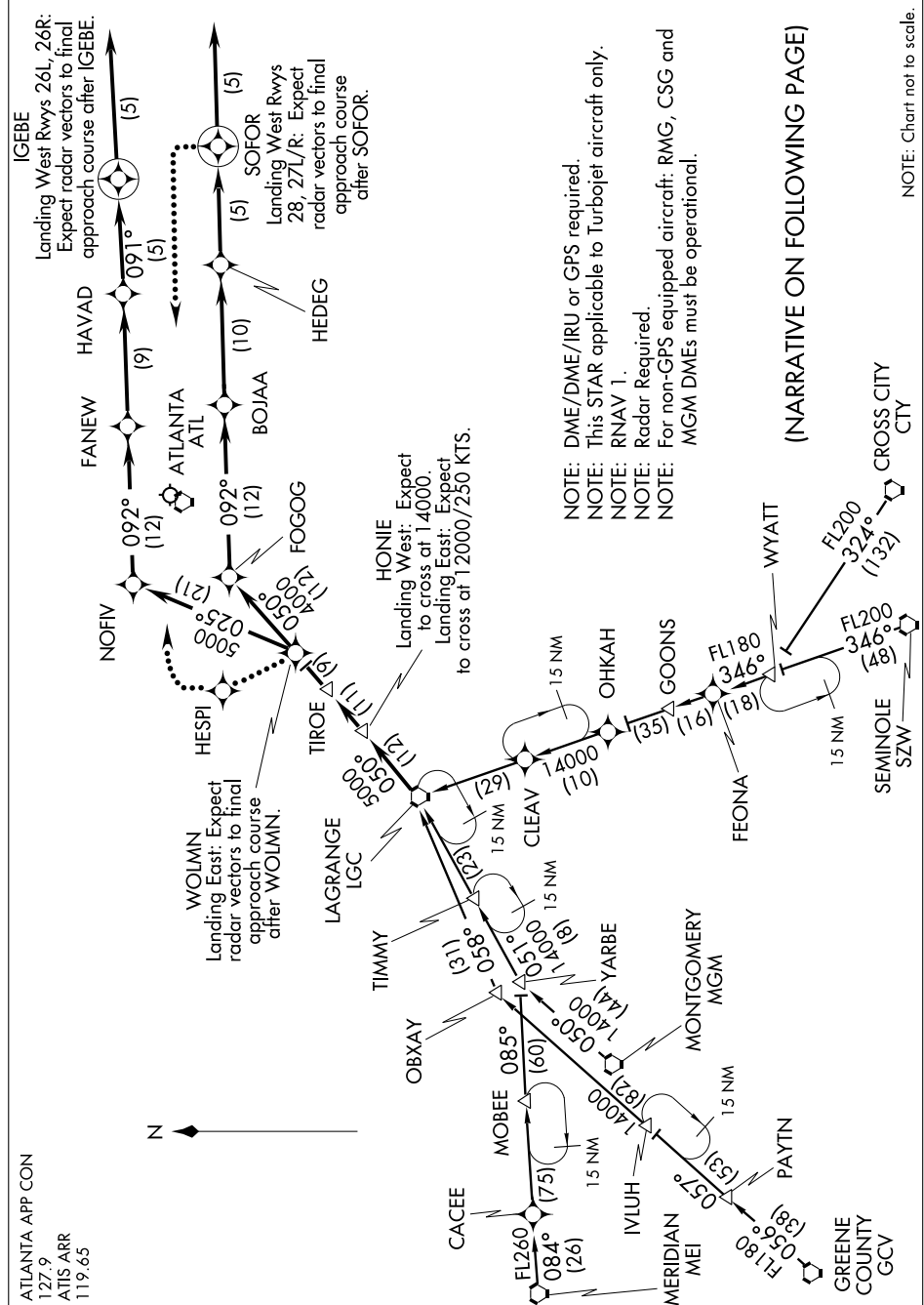
NOTE: Assigned by ATC only.

NOTE: Chart not to scale.



HONIE SEVEN ARRIVAL (RNAV)

SE-4, 21 OCT 2010 to 18 NOV 2010



HONIE SEVEN ARRIVAL (RNAV)

SE-4, 21 OCT 2010 to 18 NOV 2010

HONIE SEVEN ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE7):GREENE COUNTY TRANSITION (GCV.HONIE7):MERIDIAN TRANSITION (MEI.HONIE7):MONTGOMERY TRANSITION (MGM.HONIE7):SEMINOLE TRANSITION (SZW.HONIE7):

From LGC VORTAC on track 050° to HONIE, then on track 050° to TIROE, then on track 050° to WOLMN. Thence via assigned runway transition.

Landing West Rwy 28, 27L/R: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors.

Landing West Rwy 26L/R: From over WOLMN on track 025° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. Expect radar vectors.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors to final approach course after WOLMN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-HFW 109.3 Chan 30	APP CRS 092°	Rwy Idg TDZE Apt Elev	8L 8800 1015 1026	8R 10000 1024 1026
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ILS or LOC RWY 8L

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

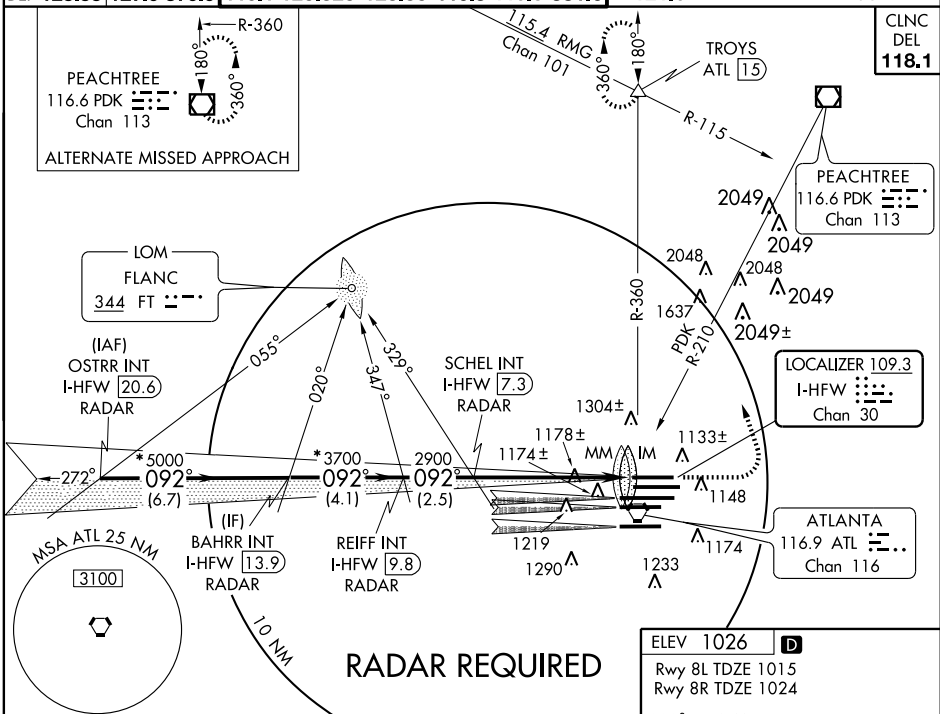


Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 9L and 10. ADF or DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Inoperative table does not apply to sidestep Rwy 8R.



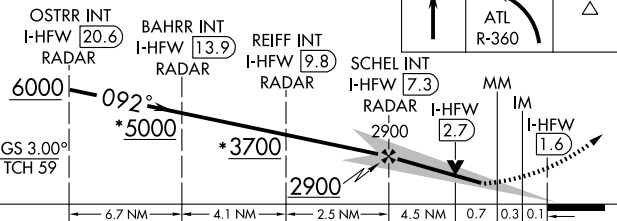
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold

ATIS		ATLANTA TOWER					ALL		GND CON		ALL	
ARR	119.65	ATLANTA APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP	125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



RADAR REQUIRED

* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1440/24 425 (500-½)		1440/40 425 (500-¾)	
SIDESTEP RWY 8R	1440/50 416 (500-1)		1440-1½ 416 (500-1½)	1440-2 416 (500-2)

ELEV	1026	D			
Rwy 8L TDZE 1015					
Rwy 8R TDZE 1024					
092° 5.7 NM					
from FAF					
HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ATLANTA, GEORGIA

Amdt 3A 09351

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 8L

SE-4, 21 OCT 2010 to 18 NOV 2010

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LOC/DME I-ATL	APP CRS	Rwy Idg	8R	8L
109.9 Chan 36	092°	10000 8800 TDZE Apt Elev	1024 1015 1026 1026	

ATLANTA/

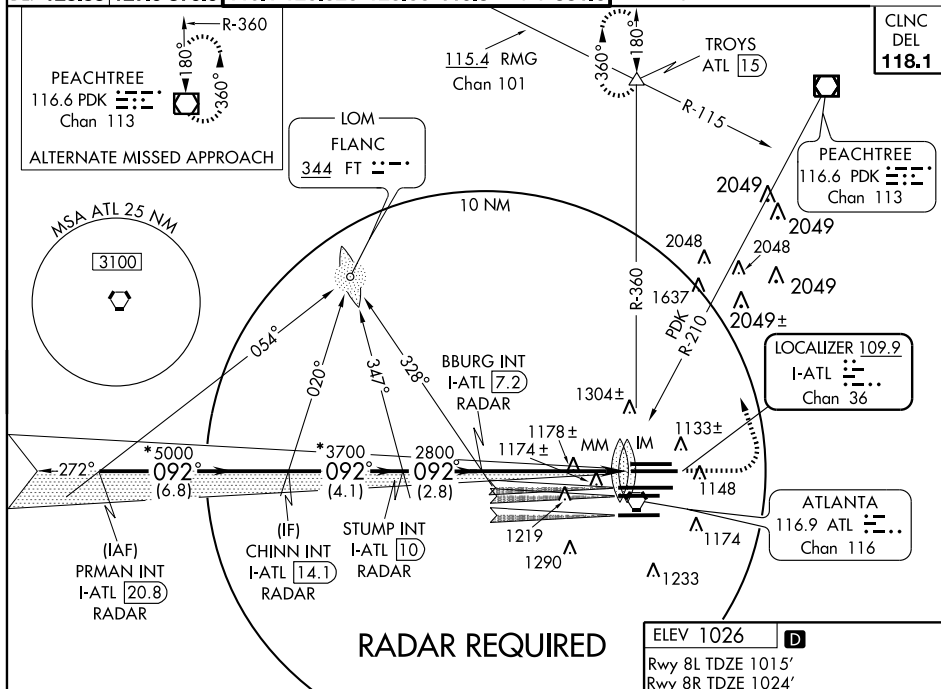
HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS or LOC RWY 8R

Inoperative table does not apply to S-LOC 8R Cat. C and sidestep 8L Cats A and B.
 For inoperative ALSF-2, increase sidestep 8L Cat. E visibility to 2.
 Simultaneous approach authorized with Rwy 9L or 9R or 10.
 LOC procedure NA during simultaneous operations.
 ADF or RADAR or DME Required.

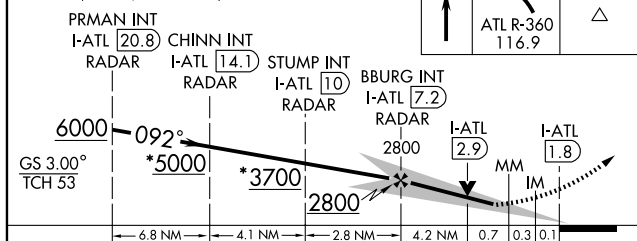
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER	ALL	GND CON	ALL
ARR	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS		
119.65	127.9 379.9	119.1 125.325 123.85 119.3 119.5 381.6	121.9	121.75	121.65 381.6
DEP					

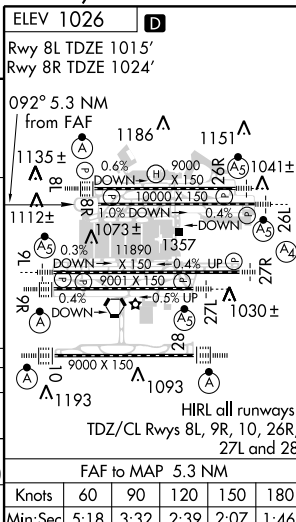


RADAR REQUIRED

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40	416 (500-¾)	1440/60	416 (500-1¼)	1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50	425 (500-1)	1440-1½ 425 (500-1½)		



LOC/DME I-HZK
110.5
Chn **42**

APP CRS
092°

	9L	9R
Rwy Idg	11730	9000
TDZE	1019	1026
Apt Elev	1026	1026

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL(ATL)

ILS or LOC RWY 9L

Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. LOC procedure NA during simultaneous operations. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9R for Cats A and B. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

Rwy 9L
MALSR

Rwy 9R
ALSF-2

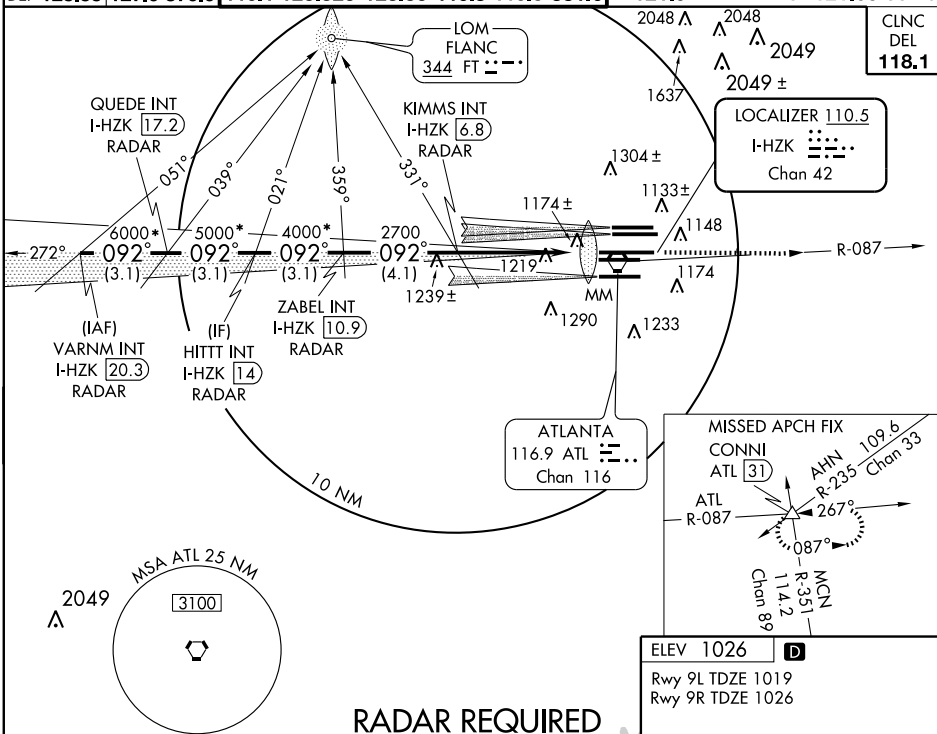
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS
ARR 119.65
DEP 125.55

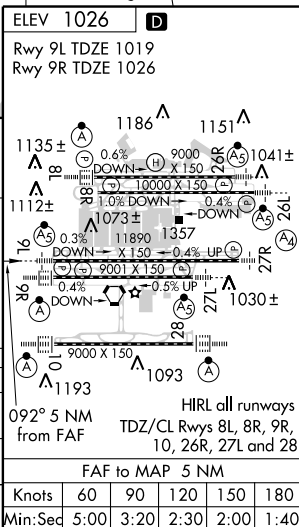
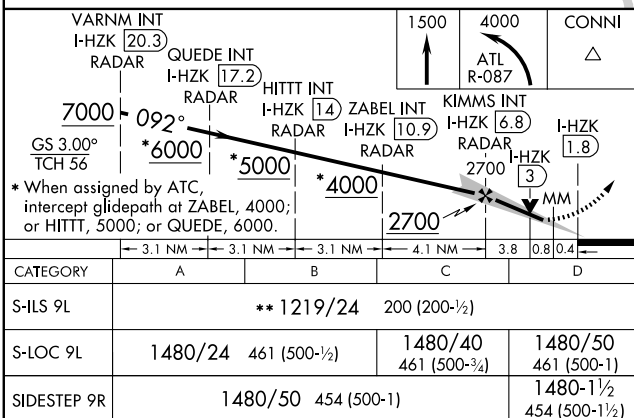
ATLANTA APP CON 127.9 379.9
--

ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6



RADAR REQUIRED



ATLANTA, GEORGIA

Amdt 8B 09351

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 9L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FUN	APP CRS	Rwy Idg	9R	9L
108.9 Chan 26	092°	9000 TDZE 1026 Apt Elev 1019 1026	11730	1019

ILS or LOC RWY 9R

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

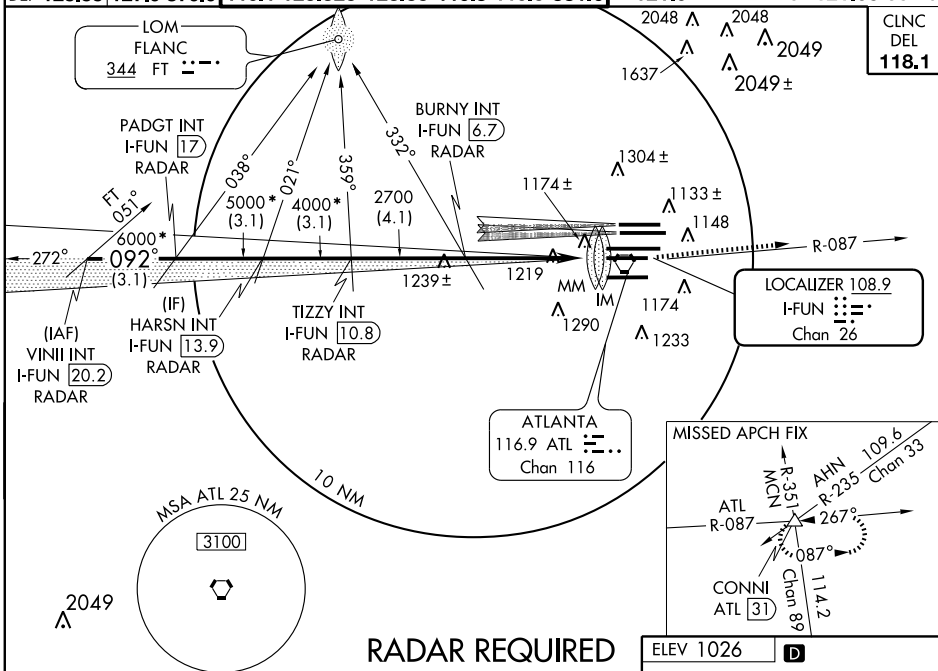


Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.



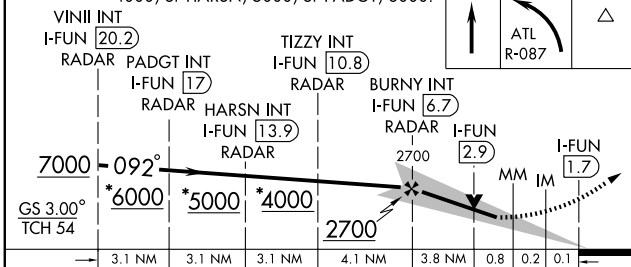
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON		ALL RWYS		
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

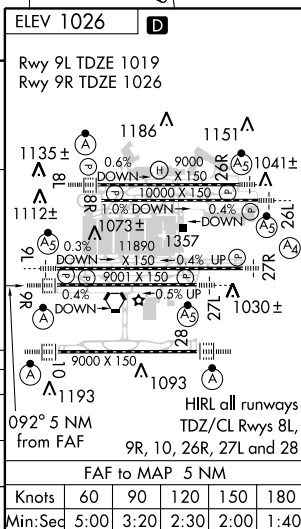


RADAR REQUIRED

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.




CATEGORY	A	B	C	D
S-ILS 9R	1226/18		200 (200-1/2)	
S-LOC 9R	1480/24	454 (500-1/2)	1480/40 454 (500-3/4)	1480/50 454 (500-1)
SIDESTEP 9L	1480/50		461 (500-1)	

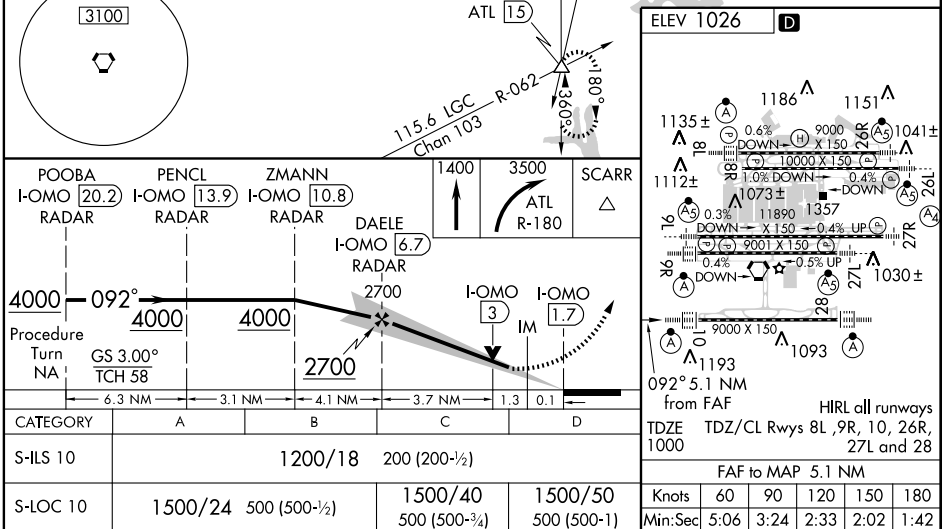
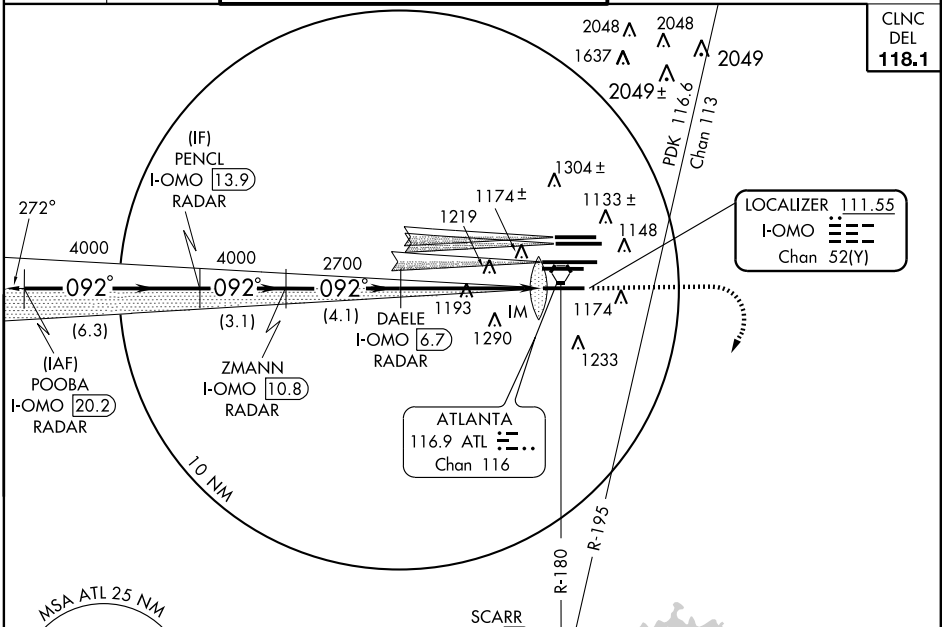


LOC/DME I-OMO <u>111.55</u> Chan 52 (Y)	APP CRS 092°	Rwy Idg 9000 TDZE 1000 Apt Elev 1026
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ILS or LOC RWY 10

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

⚠ Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.										ALS-F-2 		MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.			
ATIS ARR 119.65		ATLANTA APP CON		ATLANTA TOWER						ALL RWYS		GND CON		ALL RWYS	
DEP 125.55		127.9 379.9		8L-26R 8R-26L		9L-27R 9R-27L		10-28		119.5 381.6		121.9		121.75 121.65 381.6	



LOC/DME I-BRU 108.7 Chan 24	APP CRS 272°	Rwy Idg TDZE Apt Elev	26L 10000 995 1026	26R 8800 990 1026
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ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS or LOC RWY 26L

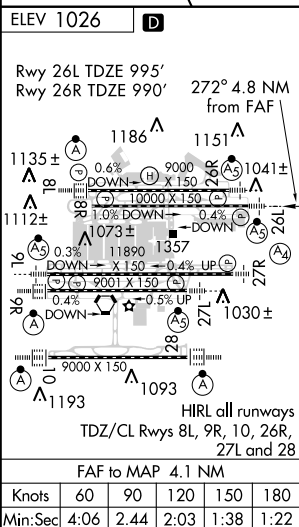
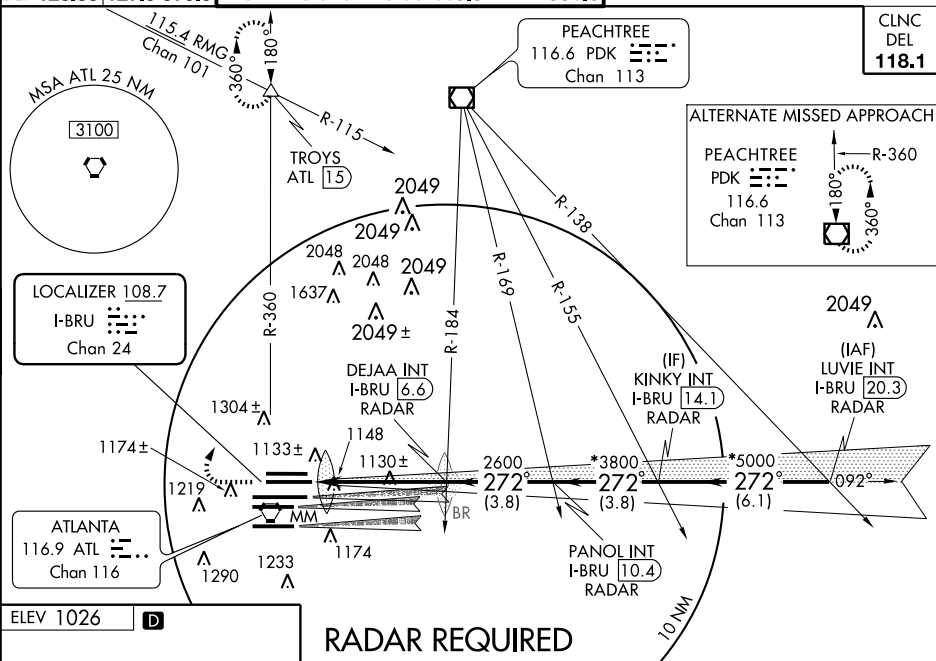
▼ Inoperative table does not apply to Sidestep Rwy 26R Cats A and B. For inoperative MALSR increase sidestep Rwy 26R Cat E visibility to 2. For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000 and S-LOC 26L Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LOC procedure NA during simultaneous operations.

MALSR

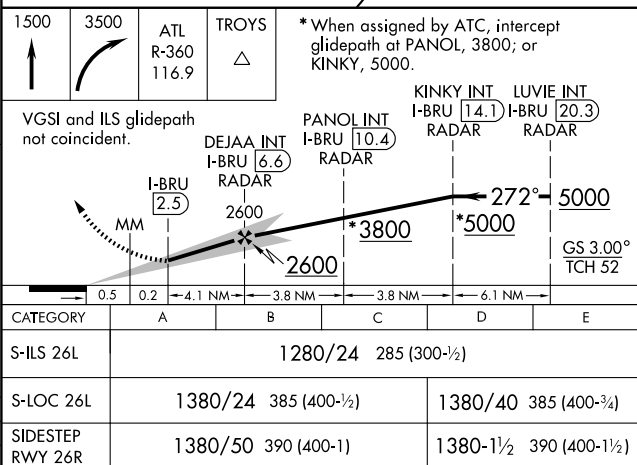


MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON	ALL RWYS
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28	
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65 381.6



RADAR REQUIRED



LOC/DME I-GXZ 110.1 Chan 38	APP CRS 274°	Rwy Idg TDZE Apt Elev	26R 8800 990 1026	26L 10000 995 1026
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ILS or LOC RWY 26R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

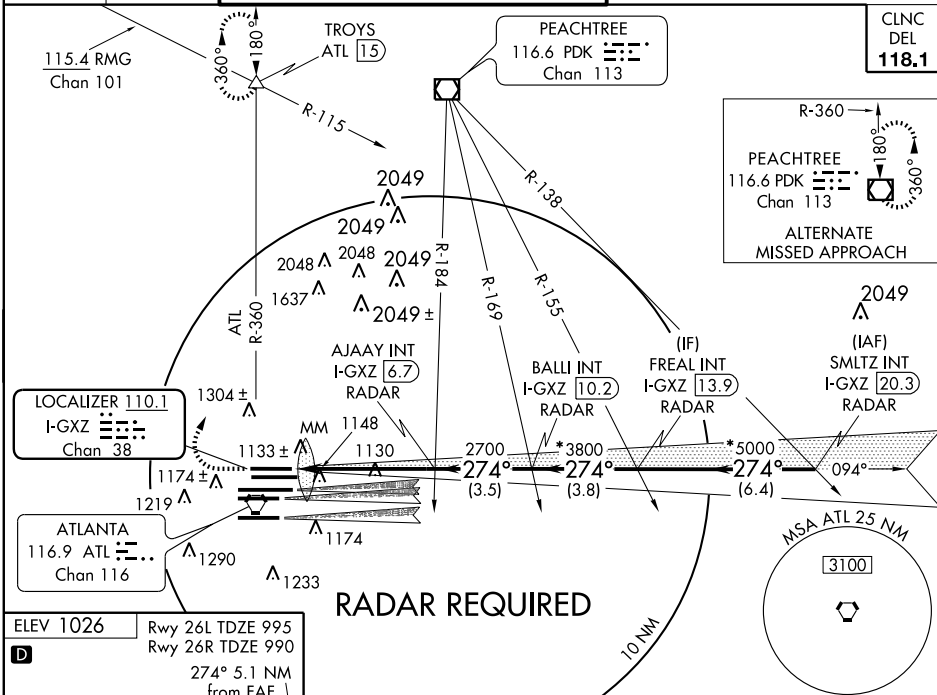
T Inoperative table does not apply to sidestep Rwy 26L Cats A and B. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rws 27R and 28. LOC procedure NA during simultaneous operations.

Rwy 26R
MALSR

Rwy 26L
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

	ATLANTA APP CON	ATLANTA TOWER							ALL RWYS	GND CON		ALL RWYS	
ARR	119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28			(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



RADAR REQUIRED

1400 3500
↑ ↗
ATOL R-360

TROYS △

*When assigned by ATC, intercept glideslope at 3800 or 5000.

VGSI and ILS glideslope not coincident.

AJAAY INT I-GXZ 6.7
RADAR

BALLI INT I-GXZ 10.2
RADAR

FREAL INT I-GXZ 13.9
RADAR

SMLTZ INT I-GXZ 20.3
RADAR

I-GXZ 1.6
MM

I-GXZ 2.6
2700

2700

*3800

*5000

274°

5000

GS 3.00°
TCH 58

0.5 0.5 4.1 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1190/18 200 (200-½)			
S-LOC 26R	1380/24	390 (400-½)	1380/40 390 (400-¾)	
SIDESTEP RWY 26L	1380/60	385 (400-1¼)	1380-1¾ 385 (400-1¼)	

ATLANTA, GEORGIA

Amdt 5 22 OCT09

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26R

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FSQ 108.5 Chan 22	APP CRS 274°	Rwy Idg 27L 8865	27R 11690
		TDZE 999	985
		Apt Elev 1026	1026

ATLANTA /

ILS or LOC RWY 27L
D-JACKSON ATLANTA INTL (ATL)



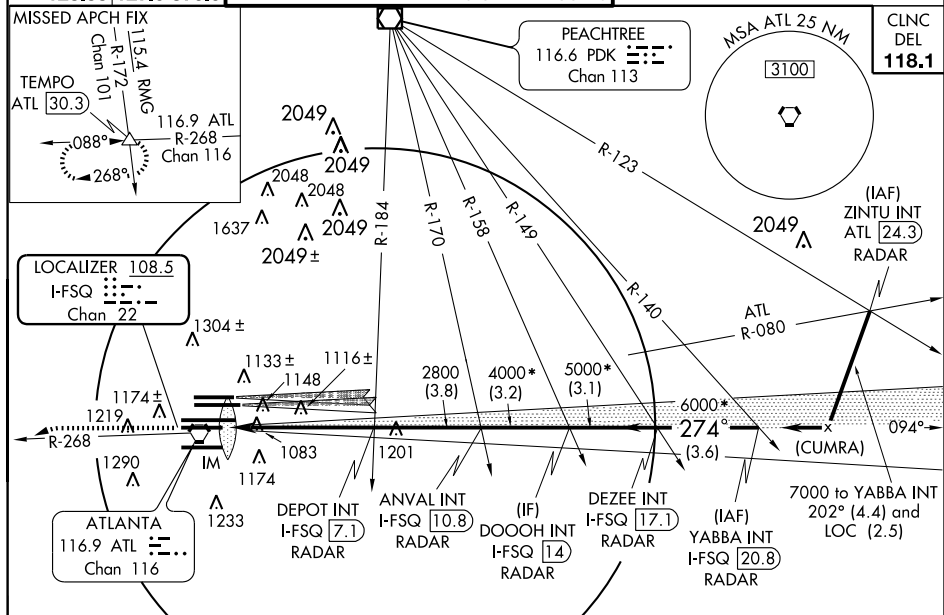
Inoperative table does not apply to Sidestep Rwy 27R. For inoperative MALSR, increase S-LOC 27L Cat. D visibility to RVR 5000. Sidestep NA when simultaneous operations in effect. Simultaneous approaches authorized with Rwy 26L or 26R. LOC procedure NA during simultaneous operations.

Rwy 27L
MALSR

Rwy 27R
MALS
-||-
(A₄)

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS		
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6		

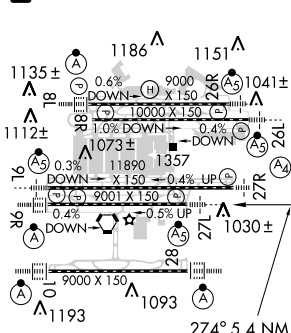


ELEV 1026

Rwy 27L TDZE 999

Rwy 27R TDZE 985

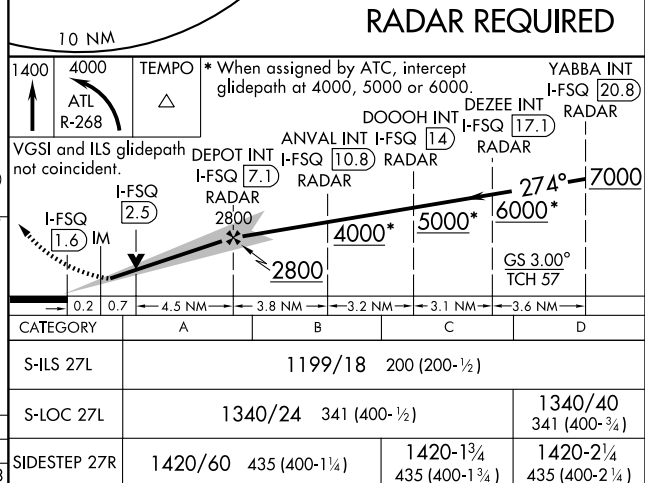
D



HIRL all runways
TDZ/CL Rwys 8L, 9R,
10, 26R, 27L and 28

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



ATLANTA, GEORGIA

Amdt 16 19NOV09

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 27L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AFA	APP CRS	Rwy Idg	27R 11690	27L 8865
<u>111.3</u>	272°	TDZE	985	999
Chan 50		Apt Elev	1026	1026

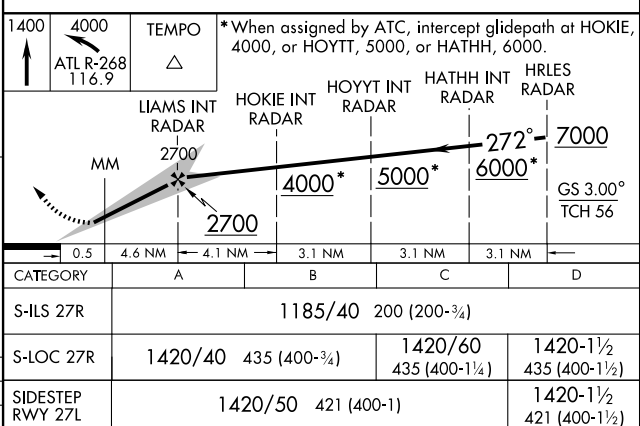
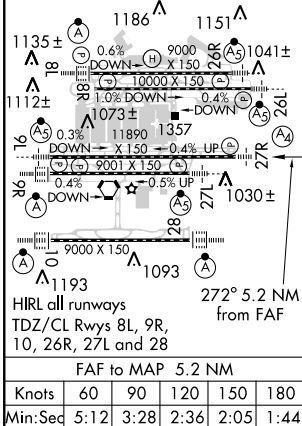
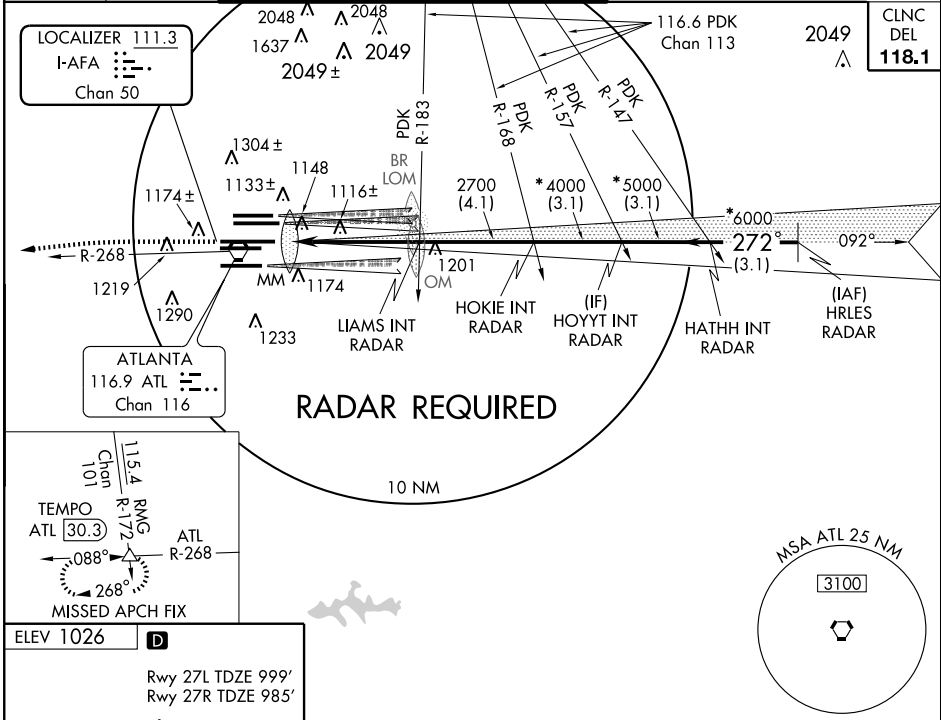
ATLANTA/
HARTSFIELD - JACKSON ATLANTA INTL (ATL)

T Simultaneous approaches authorized with Rwy 26L or 26R or 28, or Rwy 26R and 28. LOC procedure NA during simultaneous operations. Inoperative table does not apply to S-LOC 27R Cat. C and sidestep 27L Cats. A and B.

MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6	



ATLANTA, GEORGIA

Amdt 4A 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

ILS or LOC RWY 27R

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKU 111.75 Chan 54 (Y)	APP CRS 272°	Rwy Idg TDZE 990 Apt Elev 1026
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ILS or LOC RWY 28

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwy 27R and 26R.
LOC Procedure NA during simultaneous operations.
DME or Radar required.

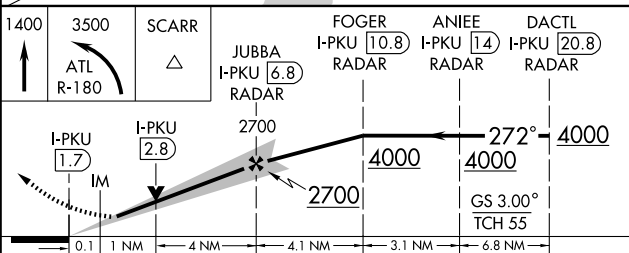
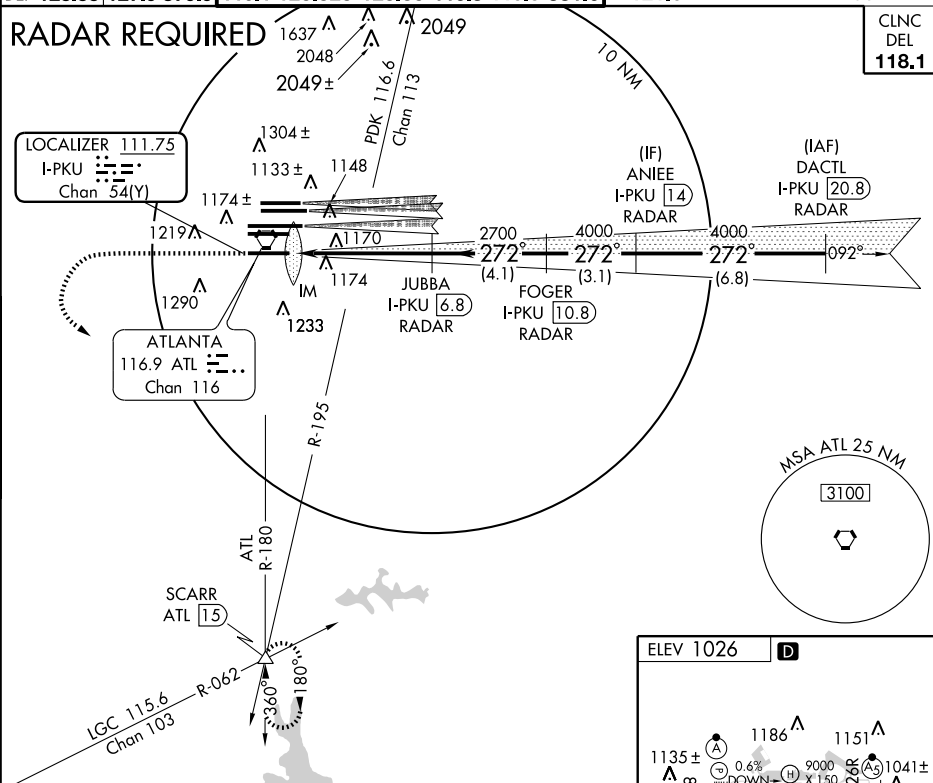
ALSF-2



MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 1.5 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 ALL RWYS 119.1 125.325 123.85 119.3 119.5 381.6	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 121.9 121.75 121.65 381.6	ALL RWYS 118.1
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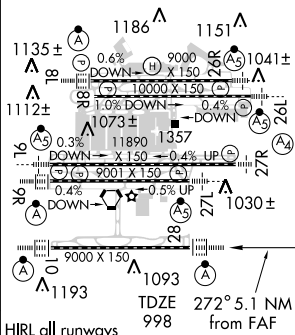
RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 28	1198/18	200 (200-½)		
S-LOC 28	1420/24	422 (400-¾)	1420/40	422 (400-¾)

ELEV 1026

D



HIRL all runways
TDZ/CL Rwy 8L, 9R,
10, 26R, 27L and 28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (CAT II)

LOC/DME I-HFW 109.3 Chan 30	APP CRS 092°	Rwy Idg TDZE Apt Elev	8800 1015 1026
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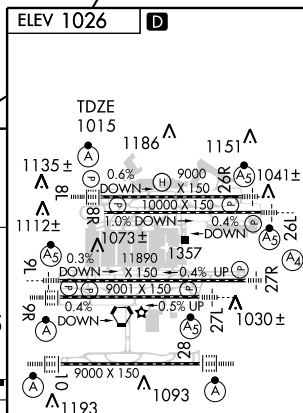
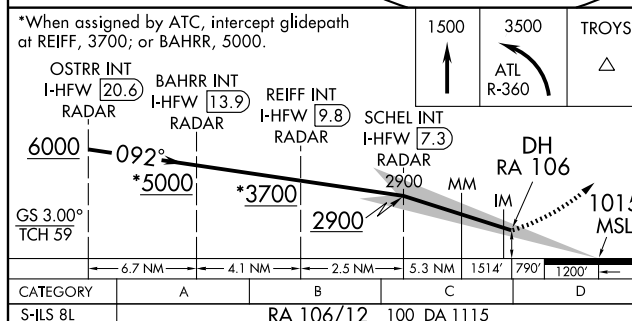
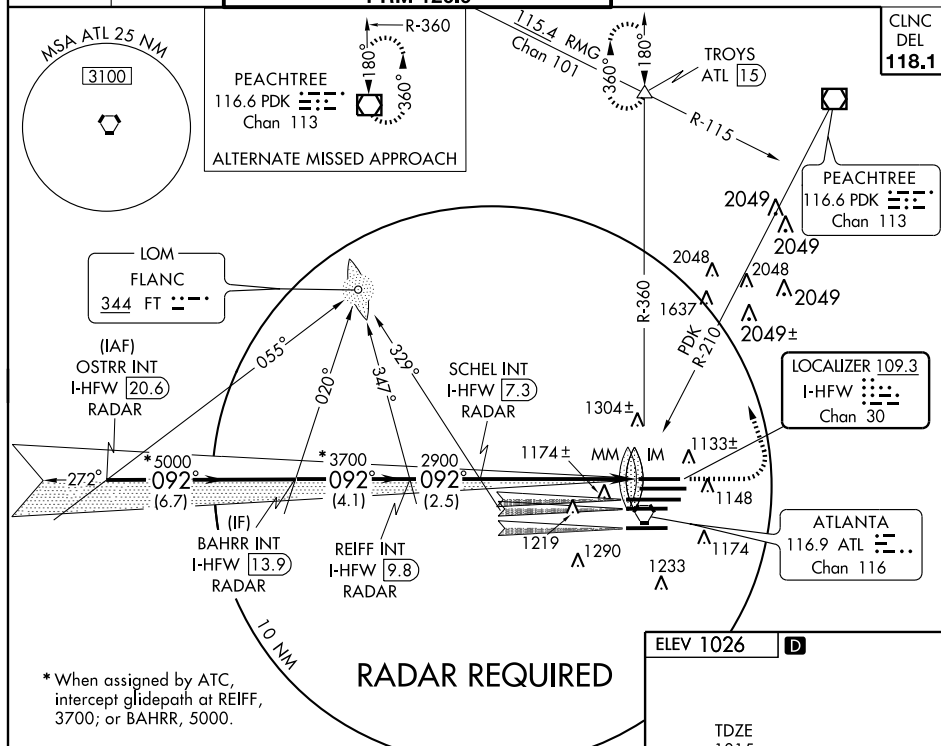
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2
A

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 126.9	ALL RWYS 121.9 121.75 121.65 381.6
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CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA
Orig-A 09351

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL) (CAT II)

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-HFW 109.3 Chn 30	APP CRS 092°	Rwy Idg TDZE Apt Elev	8800 1015 1026
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

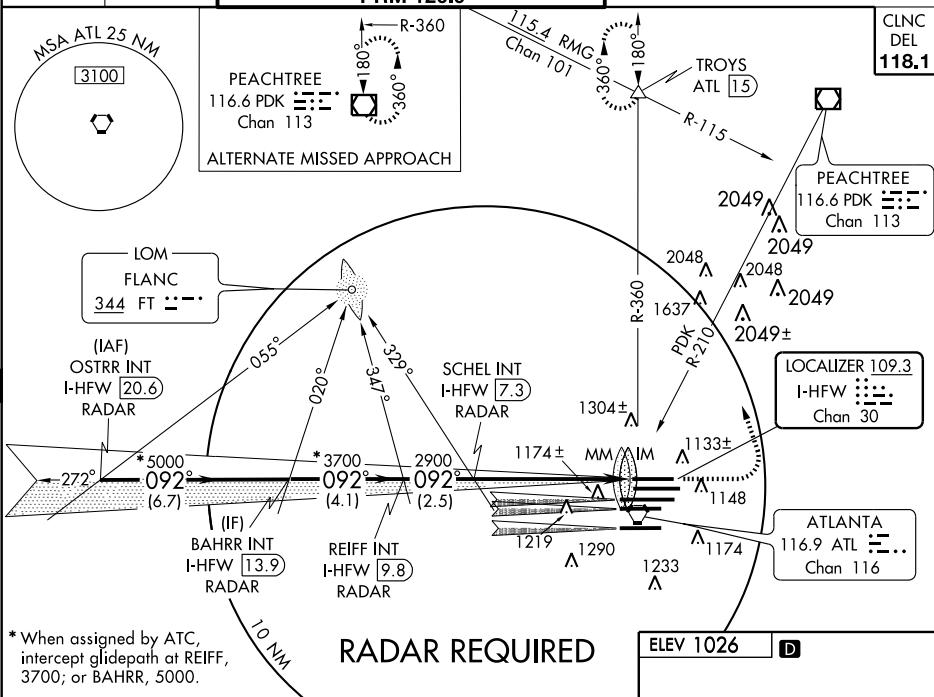
T Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSE-2



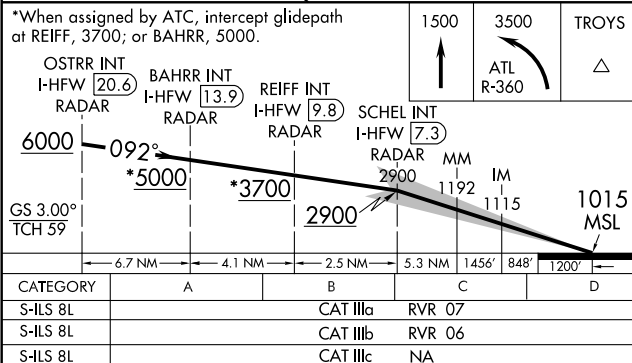
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON				ALL
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
119.65		119.1	125.325	123.85	119.3	119.5	381.6		121.9	121.75	121.65	381.6	
DEP	125.55			PRM	126.9								

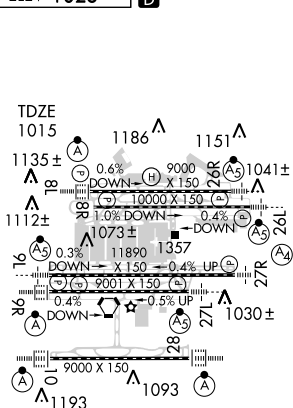


* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



ELEV 1026



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R,
27L and 28

ATLANTA, GEORGIA
Orig-A 09351

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL) (CAT III)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

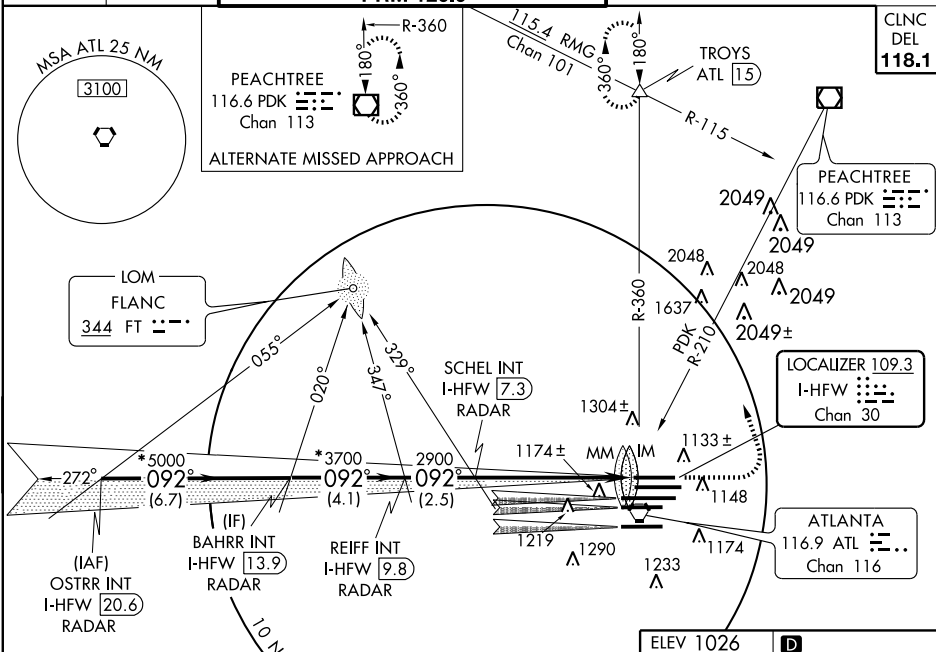
ATLANTA, GEORGIA		AL-26 (FAA)		ILS PRM RWY 8L	
LOC/DME I-HFW 109.3 Chan 30	APP CRS 092°	Rwy Idg TDZE Apt Elev	8800 1015 1026	(SIMULTANEOUS CLOSE PARALLEL)	
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)					

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.



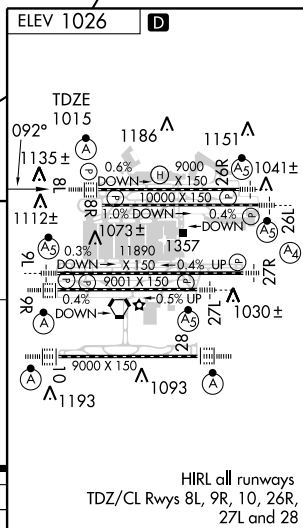
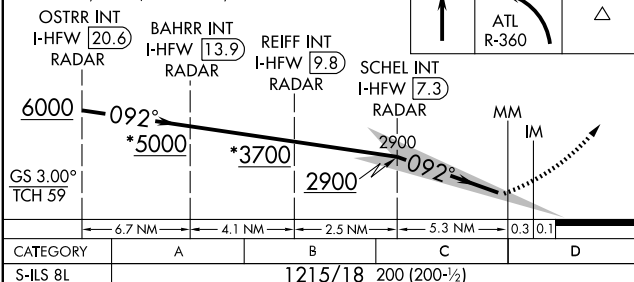
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER				ALL	GND CON				ALL
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
		PRM 126.9									



RADAR REQUIRED

*When assigned by ATC, intercept glideslope at REIFF, 3700; or BAHRR, 5000.



ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minlums and mlssed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-ATL 109.9 Chan 36	APP CRS 092°	Rwy Idg TDZE 1024 Apt Elev 1026
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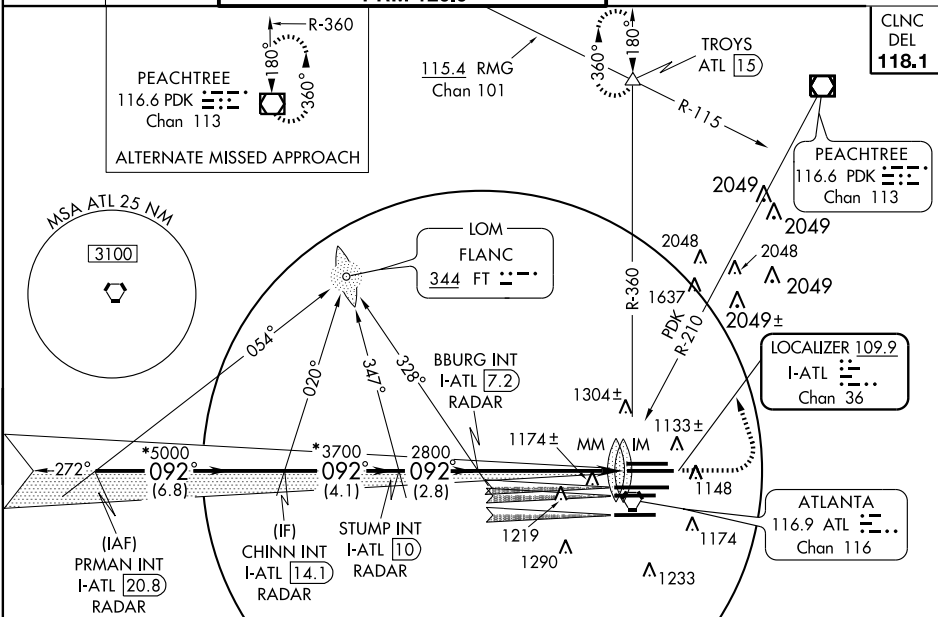
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

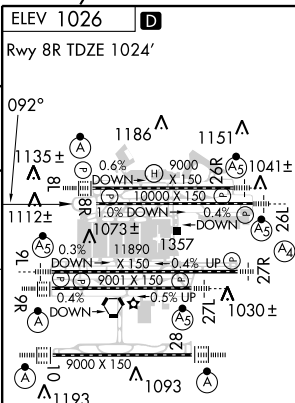
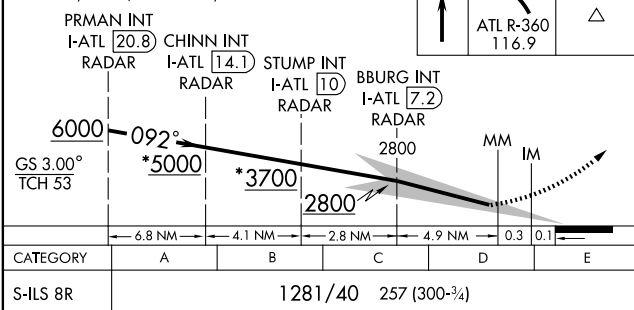
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 126.9	ALL RWYS 121.9 121.75 121.65 381.6
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* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40	257 (300-34)			

HIRL all runways
TDZ/CL Rwy 8L, 9R, 10, 26R,
27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

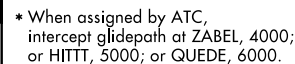
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

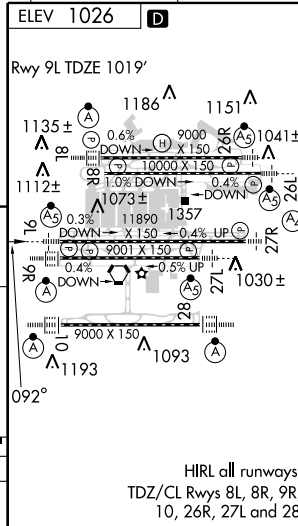
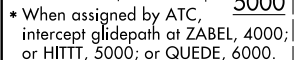

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6



49

MSA ATL 25 NM

3100



ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9L(SIMULTANEOUS CLOSE PARALLEL)

SE-4. 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

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 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-FUN 108.9 Chan 26	APP CRS 092°	Rwy Idg TDZE 1026 Apt Elev 1026	9000 1026 1026
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(SIMULTANEOUS CLOSE PARALLEL)

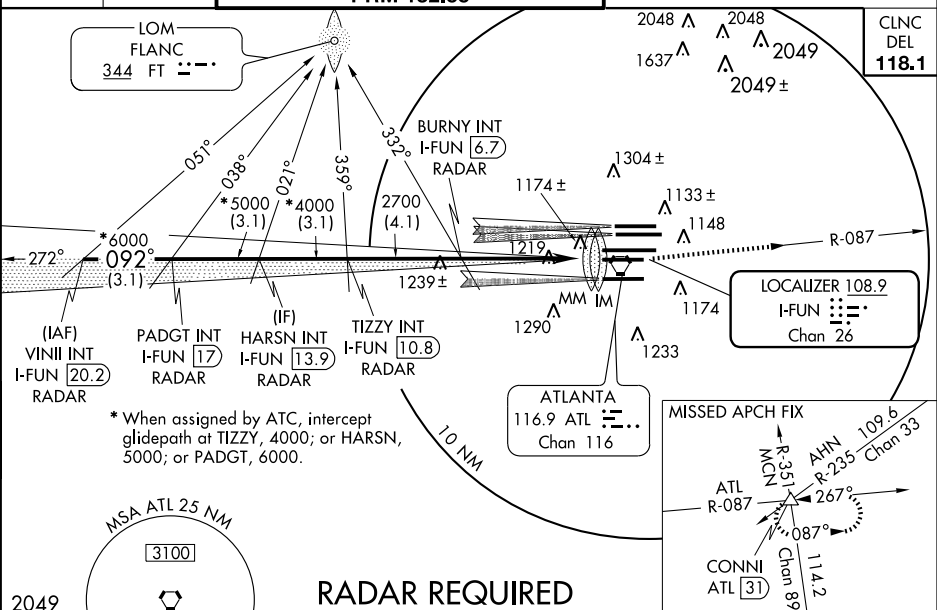
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.



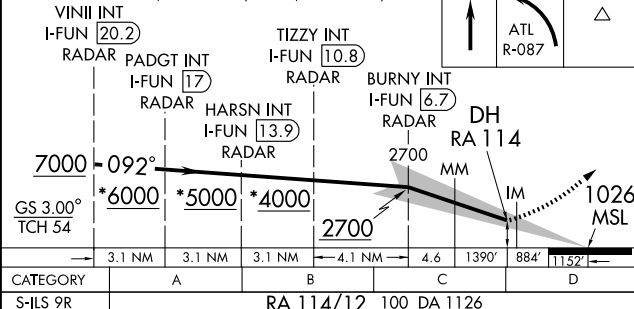
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL RWYS 121.9 121.75 121.65 381.6
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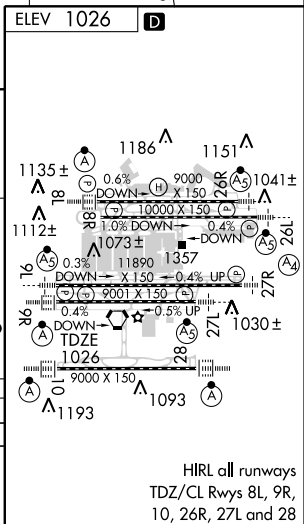


RADAR REQUIRED

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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- (a) **Minlimums and mlssed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

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LOC/DME I-FUN 108.9 Chn 26	APP CRS 092°	Rwy Idg 9000 TDZE 1026 Apt Elev 1026
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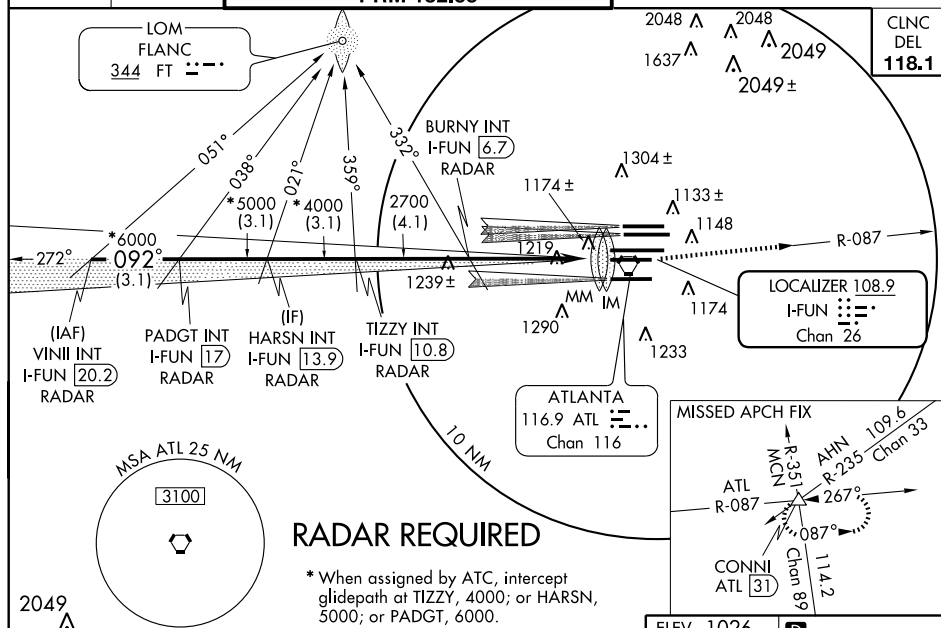
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

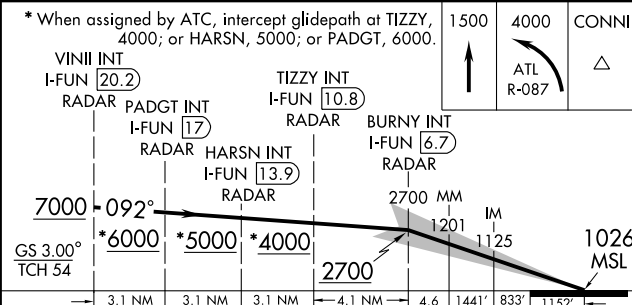
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

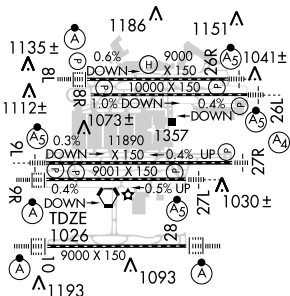
ATIS		ATLANTA		ATLANTA TOWER					ALL				GND CON		ALL		
ARR	119.65	APP CON		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS					(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6				121.9	121.75	121.65	381.6	
				PRM 132.55													



* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.



ELEV 1026



HIRL all runways
TDZ/CL Rwy 8L, 9R,
10, 26R, 27L and 28

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA
Orig-A 09351

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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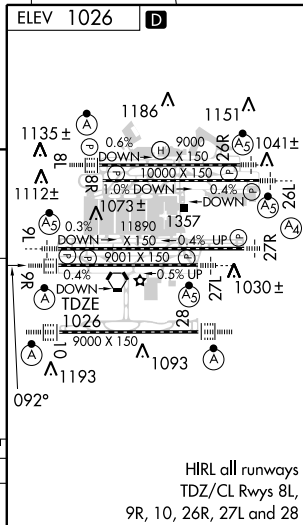
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

SE-4. 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.



ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)

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LOC/DME I-OMO
111.55
Chan **52** (Y)

APP CR
092°

Rwy Idg	9000
TDZE	1000
Apt Elev	1026

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS
ARR **119.65**
DEP **125.55**

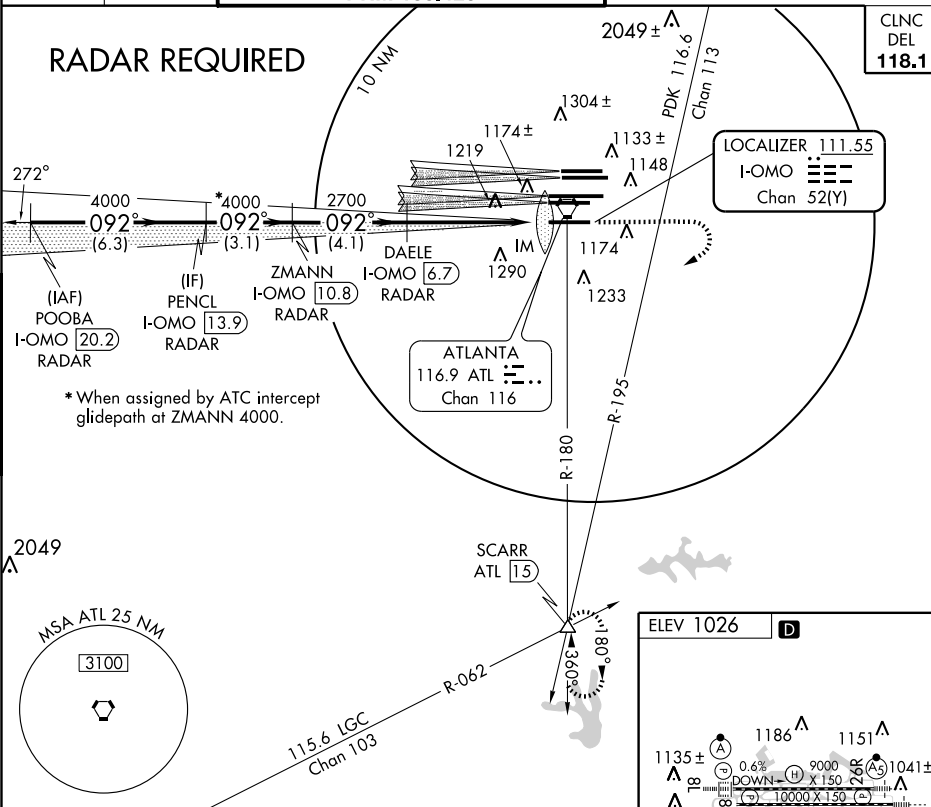
ATLANTA
APP CON
27.9 379.9

ATLANTA TOWER						ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	
119.1	125.325	123.85	119.3	119.5	381.6	
PRM 133.425						

	GND CON	ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28 RWYS
121.9	121.75	121.65 381.6

CLNC
DEL
118.1

RADAR REQUIRED



* When assigned by ATC intercept glidepath at ZMANN 4000.

POOBA	PENCL	ZMANN
I-OMO <u>20.2</u>	I-OMO <u>13.9</u>	I-OMO <u>10.8</u>
RADAR	RADAR	RADAR

4000	092°	4000	* 4000	092
GS 3.00°				
TCH 58				27

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200- $\frac{1}{2}$)			

ELEV 1026

[illegible]

HIRL all runways
TDZ/CL Rwy's 8L, 9R,
10, 26R, 27L and 28

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LOC/DME I-OMO
111.55
Chan **52** (Y)

APP CR
092°

Rwy Idg	9000
TDZE	1000
Apt Elev	1026

(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

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ALSF-2

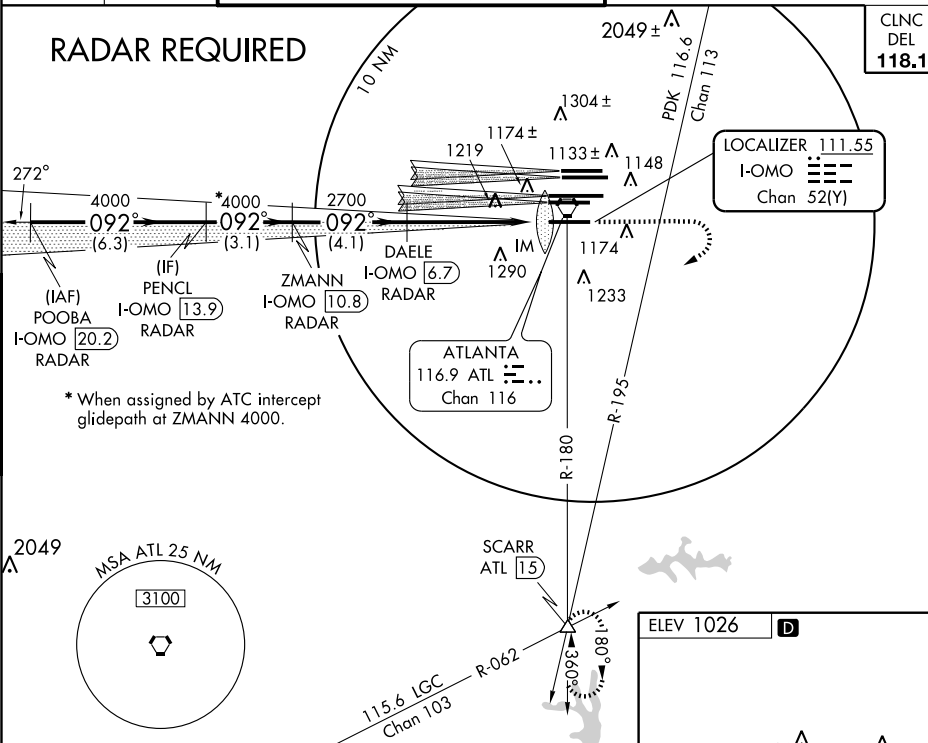
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA
ARR 119.65	APP CON
DEP 125.55	127.9 379.9

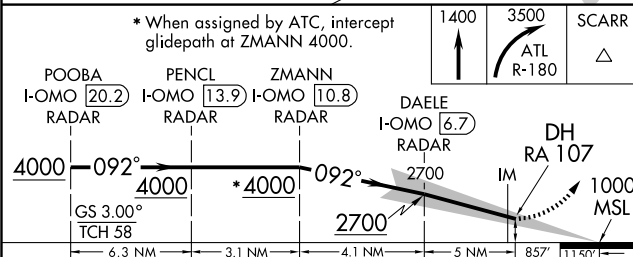
ATLANTA TOWER						ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	
119.1	125.325	123.85	119.3	119.5	381.6	
PRM 133.425						

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6

RADAR REQUIRED

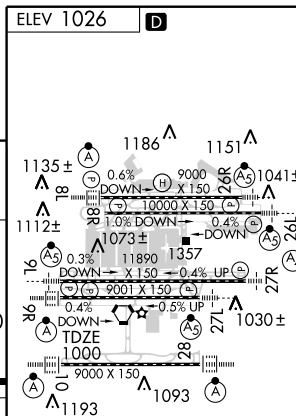


* When assigned by ATC, intercept glidepath at ZMANN 4000.



CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R,
10, 26R, 27L and 28

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LOC/DME I-OMO
111.55
Chan **52** (Y)

APP CRS
092°

Rwy Idg	9000
TDZE	1000
Apt Elev	1026

(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

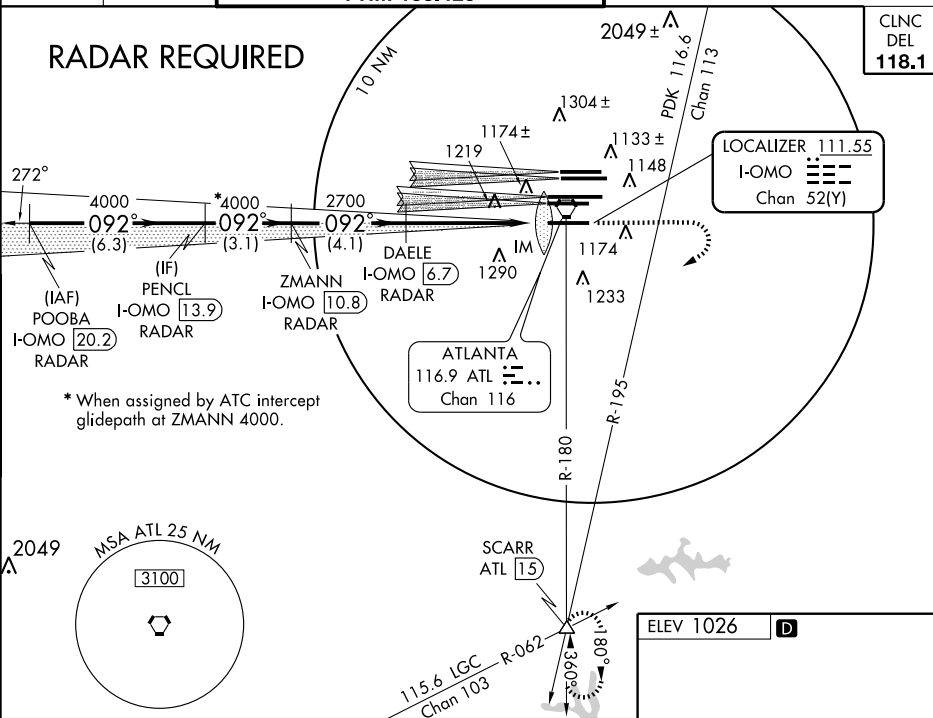
ATIS
ARR **119.65**
DEP **125.55**

ATLANTA
APP CON
27.9.379.9

ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6
PRM 133.425					

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6

RADAR REQUIRED

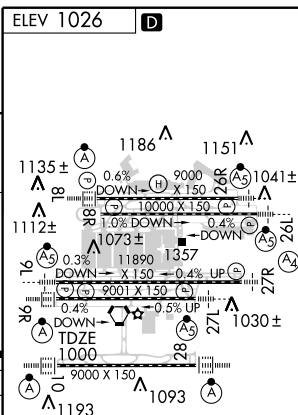


* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400 ↑	3500 ↗ ATL R-180	SCARR △
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POOBA	PENCL	ZMANN
I-OMO <u>20.2</u>	I-OMO <u>13.9</u>	I-OMO <u>10.8</u>
RADAR	RADAR	RADAR

<u>4000</u>	—092°—	<u>4000</u>	* <u>4000</u>	092
	<u>GS 3.00°</u>			
	<u>TCH 58</u>			<u>27</u>
	← 6.3 NM	← 3.1 NM	← 4.	

DAELE
I-OMO 6.7

CATEGORY	A	B	C	D
S-ILS-10		CAT III _a	RVR 07	
S-ILS-10		CAT III _b	NA	
S-ILS-10		CAT III _c	NA	

HIRL all runways
TDZ/CL Rwy 8L, 9R,
10, 26R, 27L and 28

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA
Amdt 1A 09351

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 10(CAT III)(SIMULTANEOUS CLOSE PARALLEL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

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- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATLANTA, GEORGIA

09351

ILS PRM RWY 26R (CAT II)

LOC/DME I-GXZ 110.1 Chan 38	APP CRS 274°	Rwy Idg TDZE Apt Elev	8800 990 1026
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

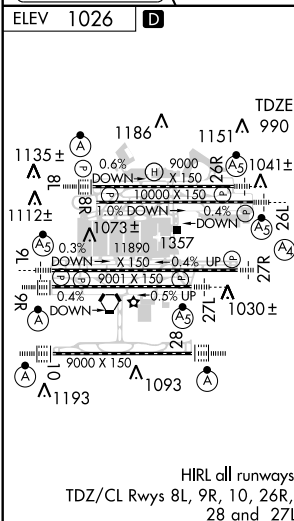
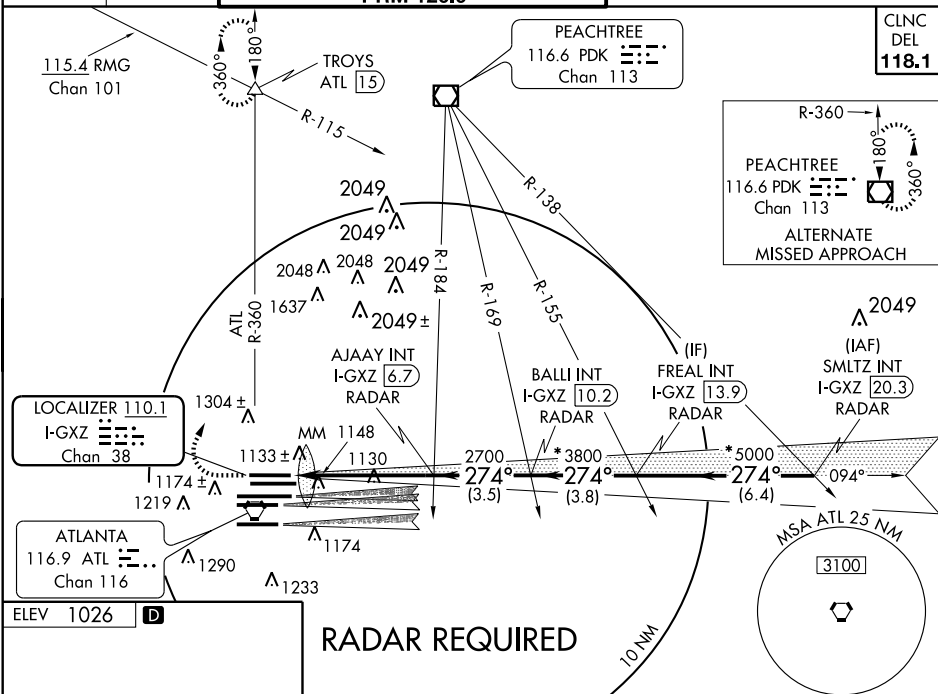
Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.

MALSR

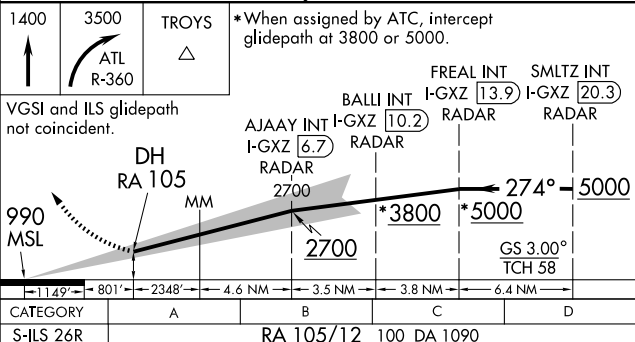


MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 126.9	ALL (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	GND CON 121.9 121.75 121.65 381.6	ALL RWYS
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RADAR REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 1 22OCT09

ILS PRM RWY 26R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-GXZ 110.1 Chan 38	APP CRS 274°	Rwy Idg TDZE Apt Elev	8800 990 1026
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(SIMULTANEOUS CLOSE PARALLEL)

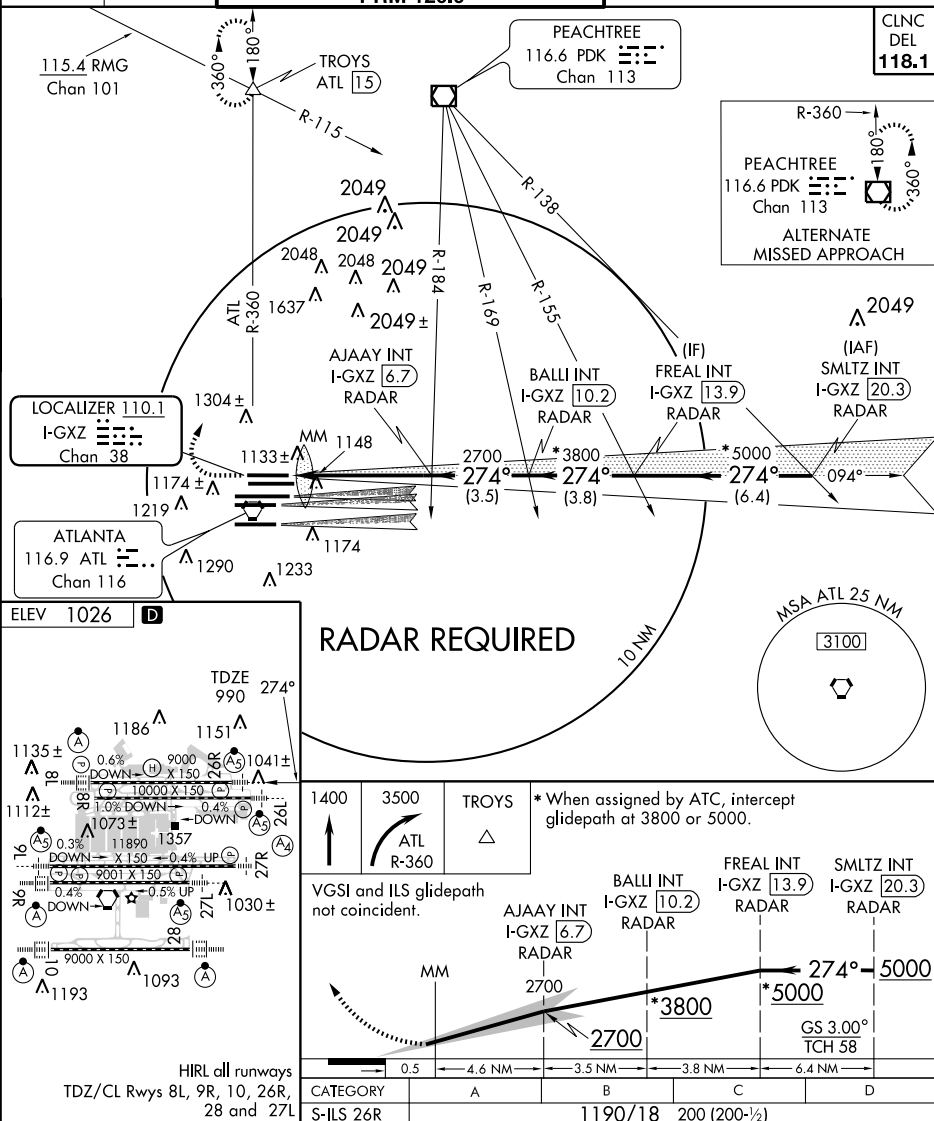
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28.
Procedure NA when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.



MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 126.9	ALL RWYS 121.9	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS 121.75 121.65 381.6	ALL RWYS 121.65 381.6
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ATTENTION ALL USERS PAGE (AAUP)**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
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- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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 "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L

LOC/DME I-FSQ 108.5 Chan 22	APP CRS 274°	Rwy Idg TDZE Apt Elev	8865 999 1026
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

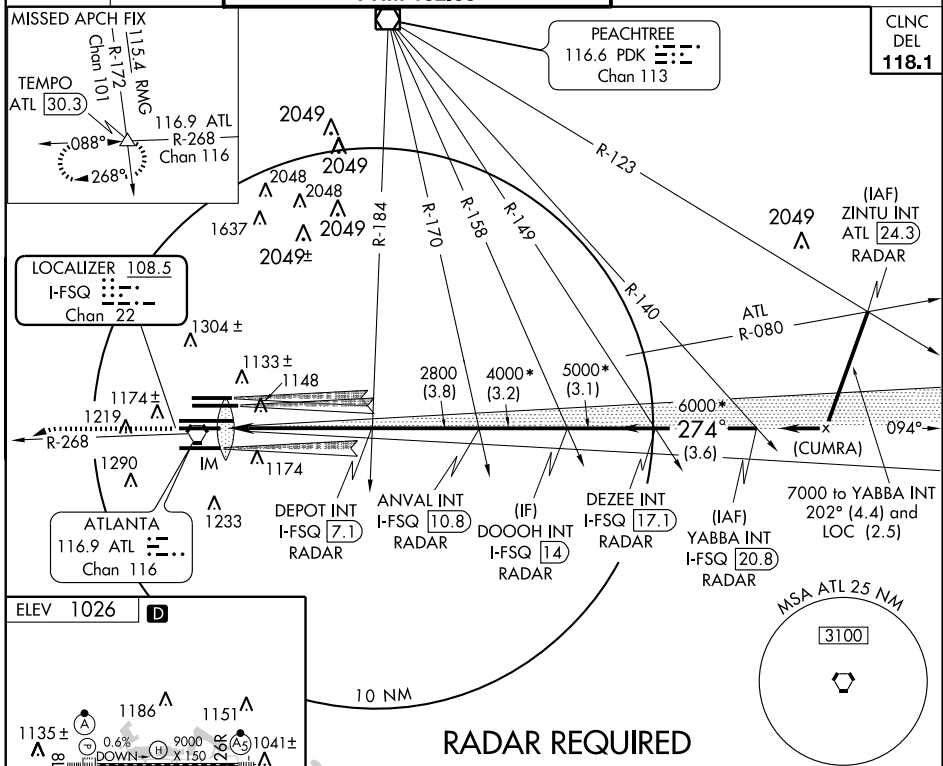
Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28.
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on adjacent information page.

MALSR

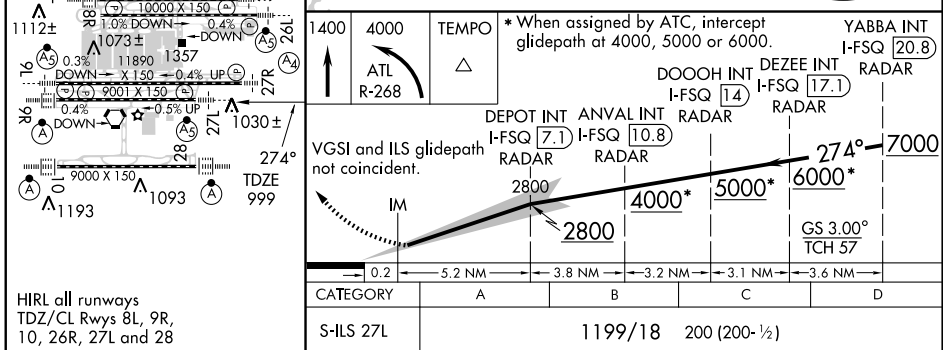


MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL RWYS 121.9 121.75 121.65 381.6	GND CON 121.9 121.75 121.65 381.6	ALL RWYS 121.9 121.75 121.65 381.6
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RADAR REQUIRED



ATLANTA, GEORGIA
Amdt 1 19NOV09

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

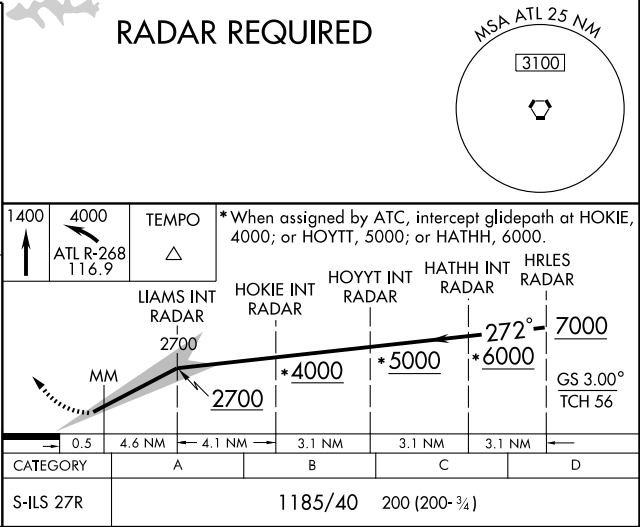
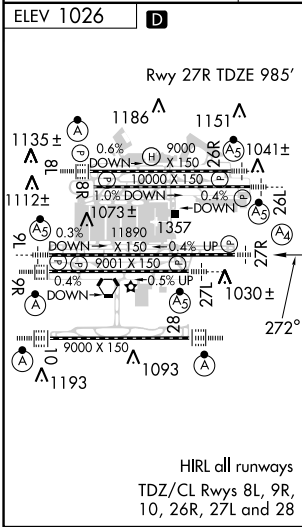
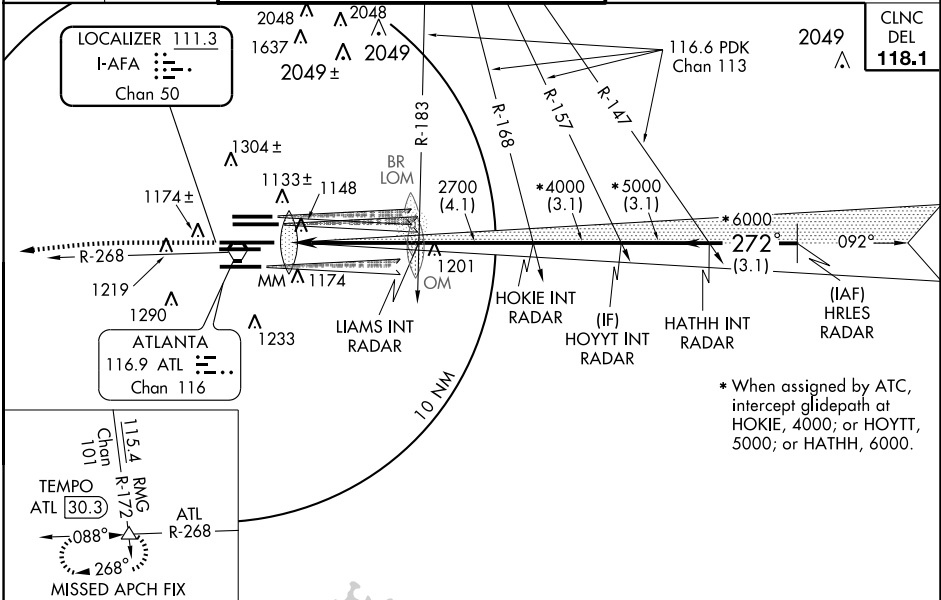
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

MAL5
 MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL RWYS 121.9 121.75 121.65 381.6	GND CON 8L-26R,8R-26L 9L-27R,9R-27L 10-28 RWYS 121.9 121.75 121.65 381.6	ALL RWYS 121.9 121.75 121.65 381.6
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ATTENTION ALL USERS PAGE (AAUP)**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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 "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

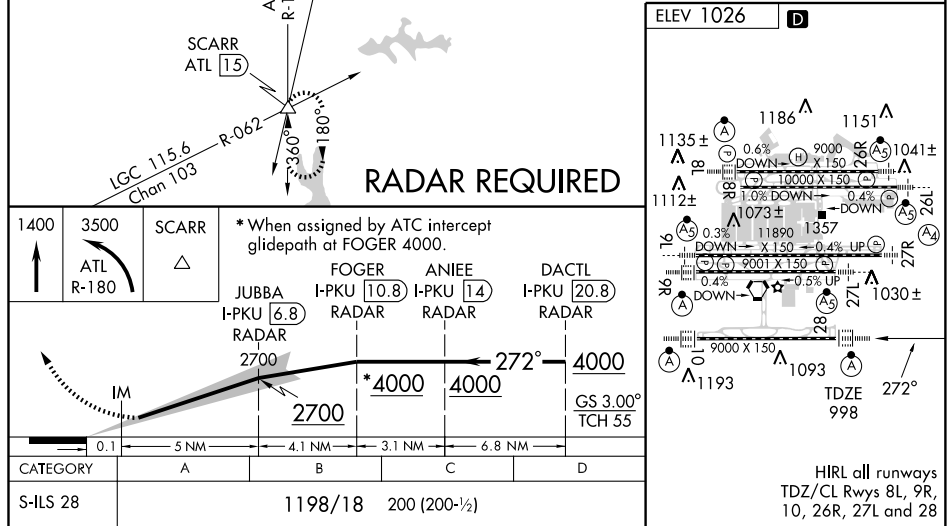
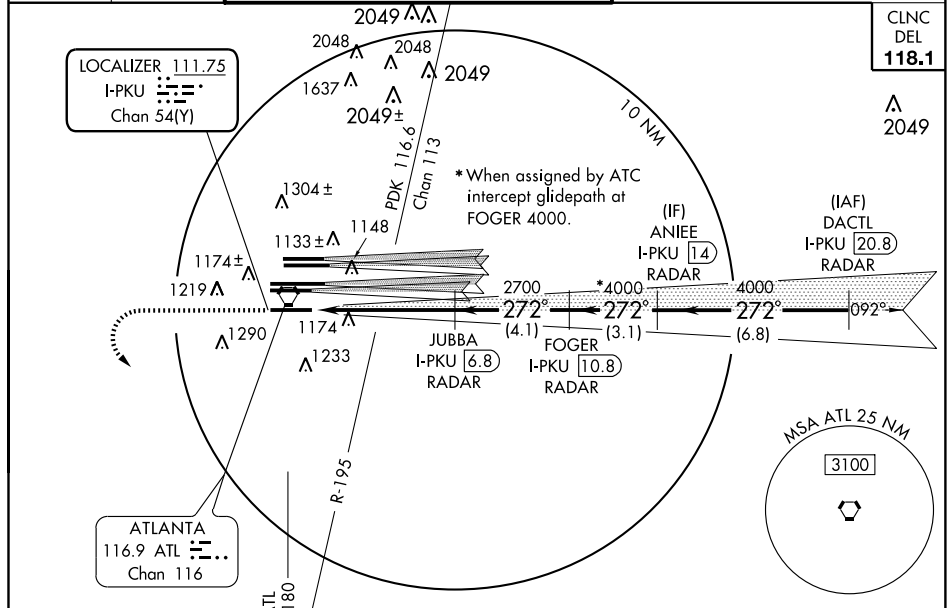
SE-4, 21 OCT 2010 to 18 NOV 2010

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 133.425	ALL RWYS 121.9 121.75 121.65 381.6
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SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".


4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

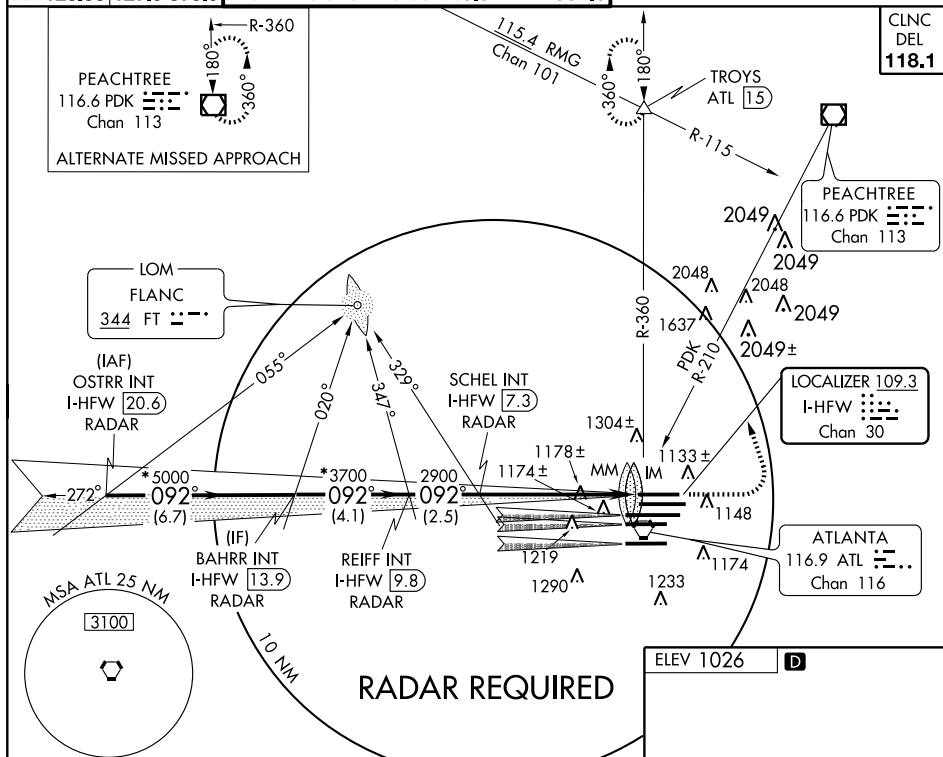
LOC/DME I-HFW <u>109.3</u> Chan 30	APP CRS 092°	Rwy Idg TDZE Apt Elev	8800 1015 1026
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ILS RWY 8L (CAT II)

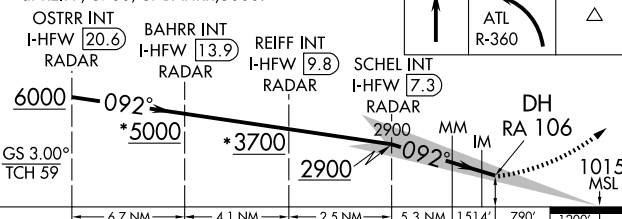
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

<p>▼ Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 9L and 10. ADF or DME or Radar required.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.</p>
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ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6	

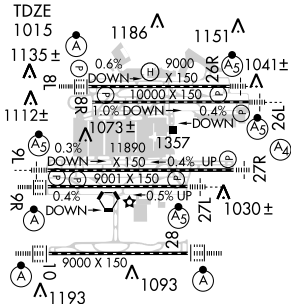


* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 DA 1115			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28

LOC/DME I-FUN 108.9 Chan 26	APP CRS 092°	Rwy Idg 9000 TDZE 1026 Apt Elev 1026
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ILS RWY 9R (CAT II)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)



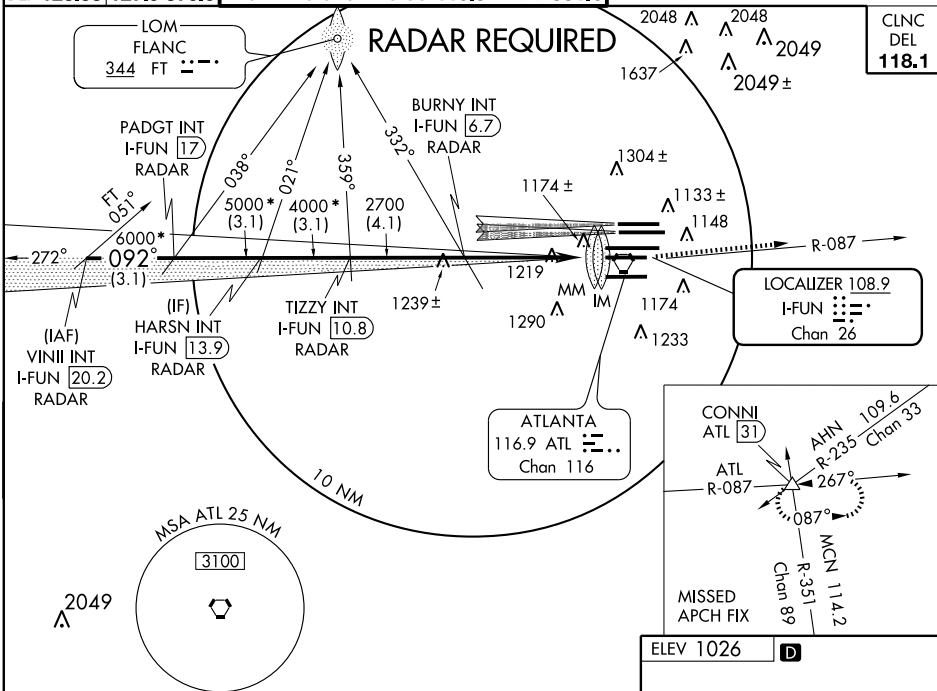
Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSF-2

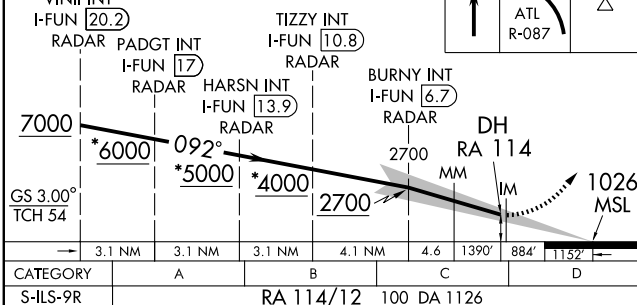
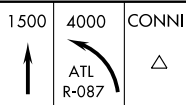


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

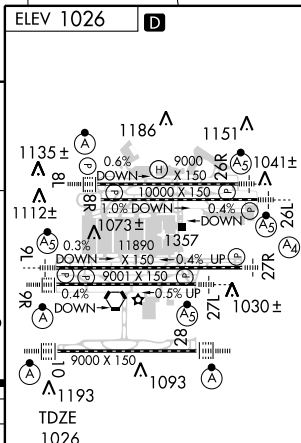
ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON		ALL RWYS		
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28		
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R
27L and 28

LOC/DME I-FUN 108.9 Chan 26	APP CRS 092°	Rwy Idg TDZE Apt Elev	9000 1026 1026
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ILS RWY 9R (CAT III)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

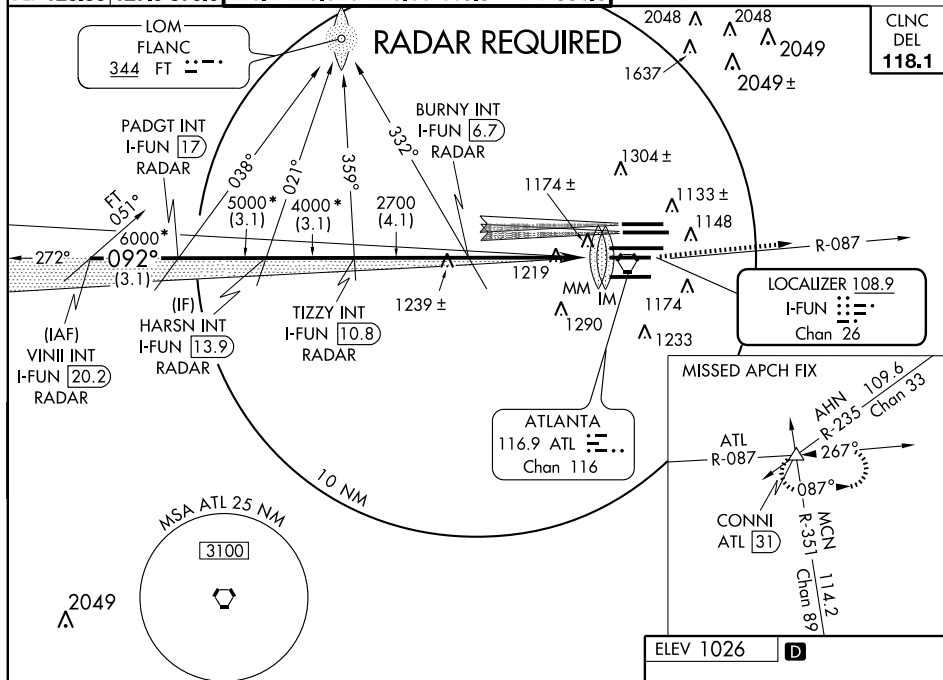
Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSf-2



MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

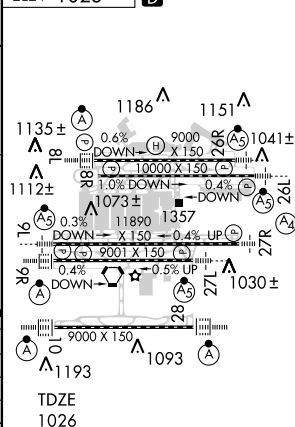
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS	
DEP 125.55	127.9 379.9	119.1 125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65 381.6	



*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.				1500	4000	CONNI
VINII INT I-FUN 20.2 RADAR	PADGT INT I-FUN 17 RADAR	HARSN INT I-FUN 13.9 RADAR	TIZZY INT I-FUN 10.8 RADAR	BURNY INT I-FUN 6.7 RADAR	MM	IM
7000	*6000	*5000	*4000	2700	1201	1125
GS 3.00° TCH 54	092°					1026 MSL
3.1 NM	3.1 NM	3.1 NM	4.1 NM	4.6	1440'	834'
CATEGORY	A	B	C	D		
S-ILS-9R		CAT IIIa	RVR 07			
S-ILS-9R		CAT IIIb	RVR 03			
S-ILS-9R		CAT IIIc	NA			

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 1026



HIRL all runways
TDZ/CL Rwy 8L, 9R, 10, 26R,
27L and 28

LOC/DME I-OMO
111.55
Chan **52** (Y)

APP CR
092°

Rwy Idg	9000
TDZE	1000
Apt Elev	1026

ILS RWY 10 (CAT II)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

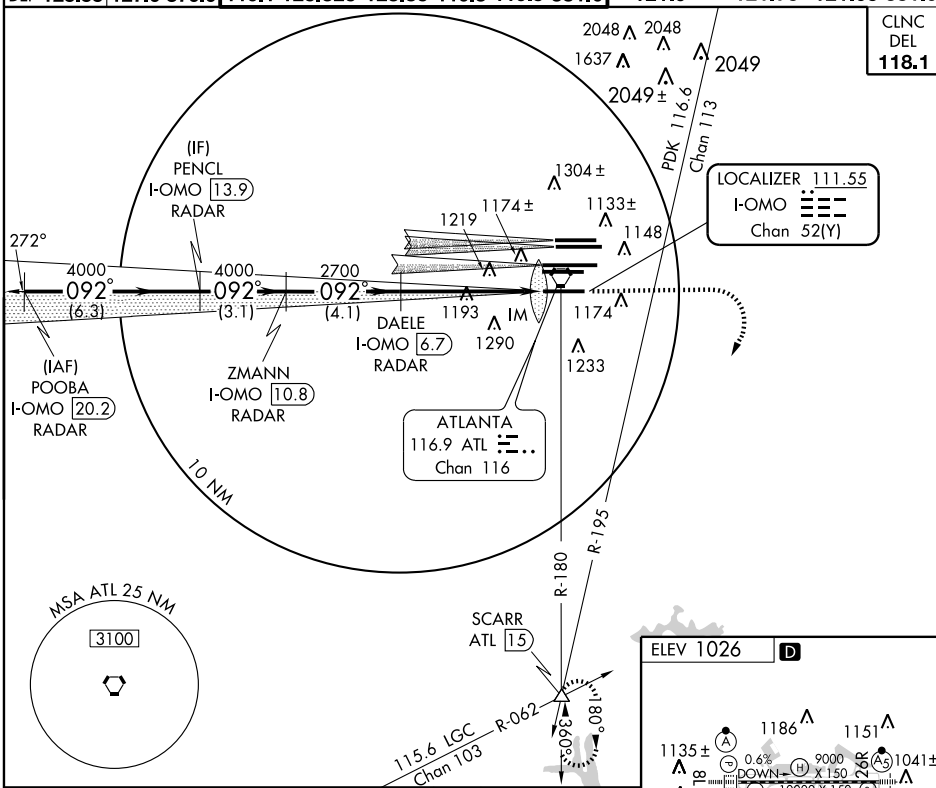
ATIS
ARR 119.65
DEP 125.55

ATLANTA
APP CON
127.9 379.9

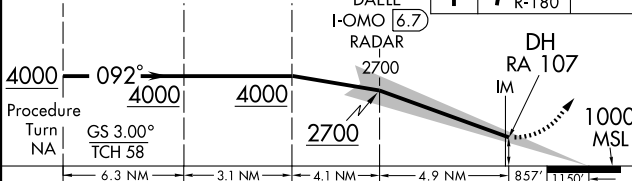
ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6

	GND CON		ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
121.9	121.75	121.65	381.6

CLNC
DEL
118.1



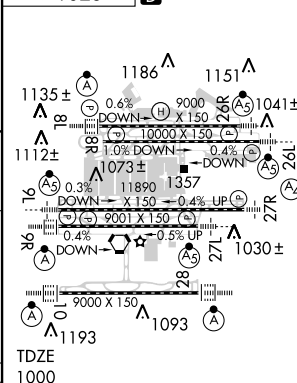
POOBA	PENCL	ZMANN
I-OMO 20.2	I-OMO 13.9	I-OMO 10.8
RADAR	RADAR	RADAR



CATEGORY	A	B	C
S-ILS-10	RA 107/12	100	DA 1100

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28

ATLANTA, GEORGIA

Amdt 1A 09351

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 10 (CAT II)

SE-4. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OMO
111.55
Chan **52** (Y)

APP CRS
092°

Rwy Idg
TDZE
Apt Elev

9000
1000
1026

ILS RWY 10 (CAT III)

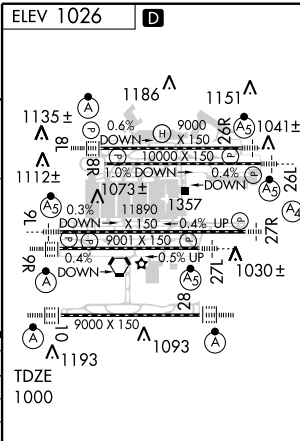
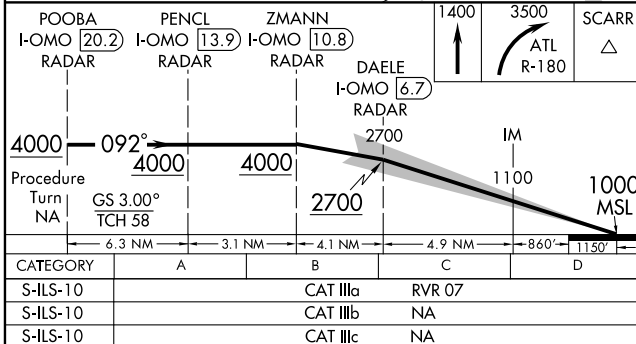
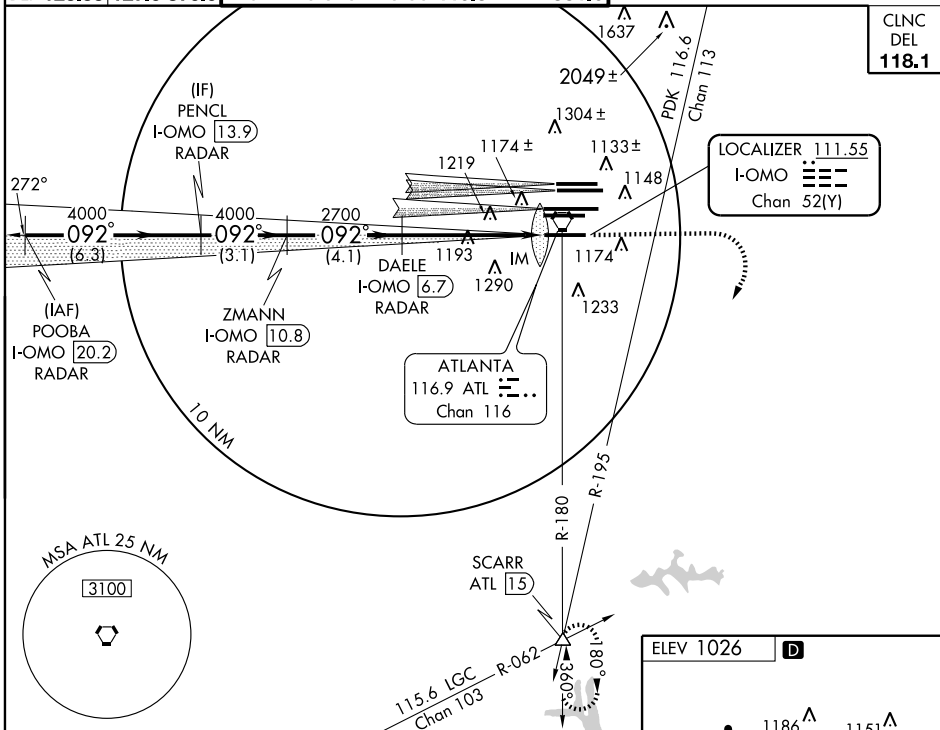
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

ALSF-2
A

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON	ALL RWYS
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwy 8L, 9R, 10, 26R,
27L and 28

LOC/DME I-GXZ 110.1 Chan 38	APP CRS 274°	Rwy Idg TDZE Apt Elev	8800 990 1026
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ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS RWY 26R (CAT II)

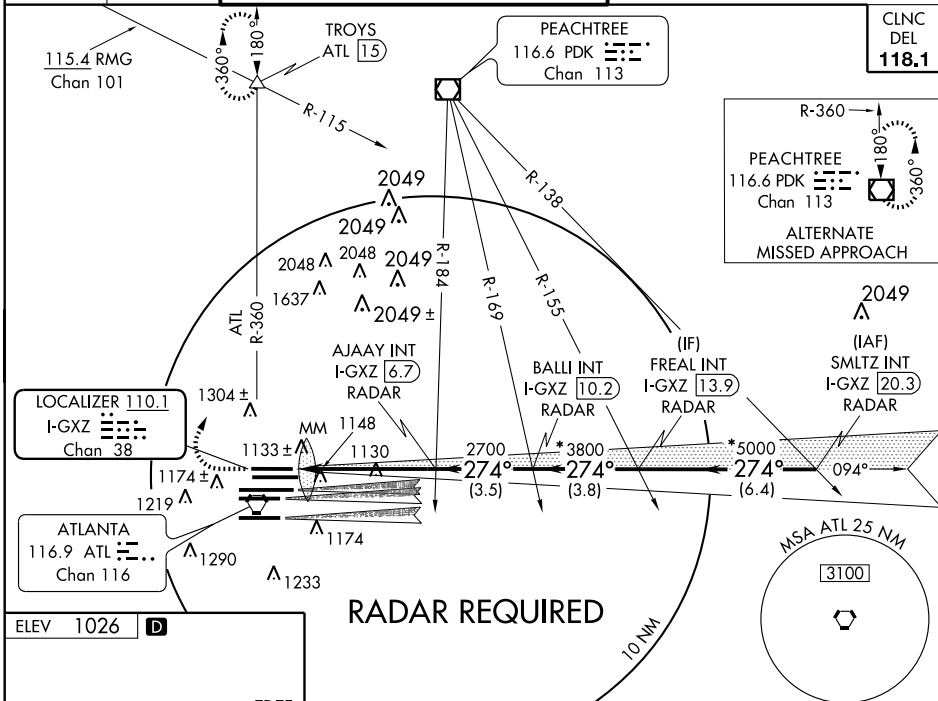
V Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwy 27R and 28.

MALSR



MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

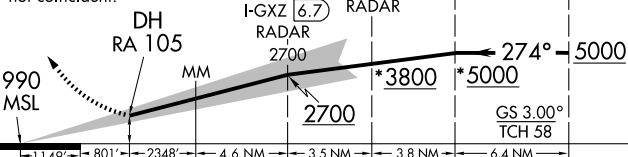
ATIS	ATLANTA	ATLANTA TOWER						GND CON				
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS	
119.65												
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



1400 ↑	3500 ↗ ATL R-360	TROYS △
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*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath
not coincident.



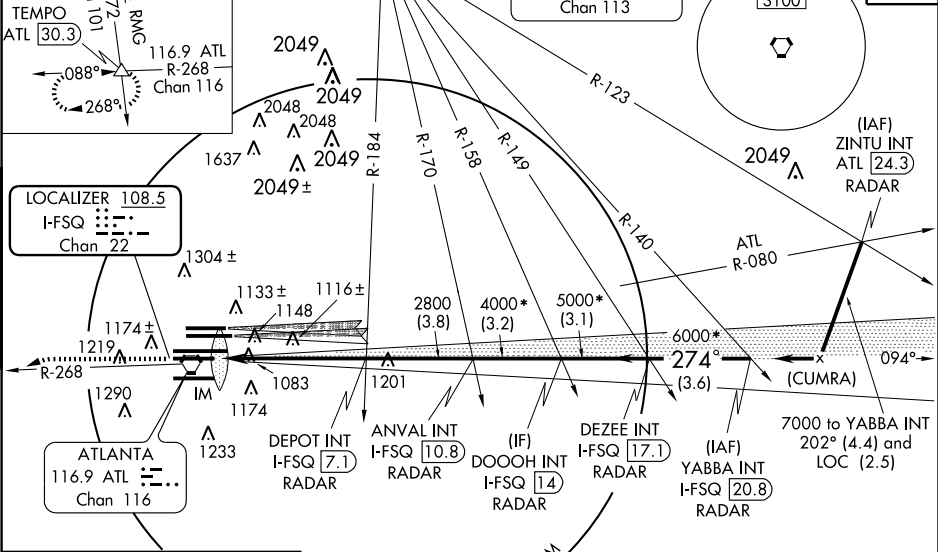
CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 27L (CAT II)
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

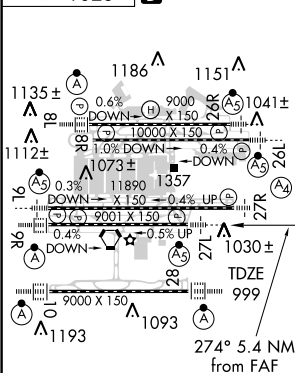
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.



ELEV 1026

D



HIRL all runways
TDZ/CL Rwys 8L, 9R,
10, 26R, 27L and 28

1400 ↑	4000 ATL R-268	TEMPO △	* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.				YABBA INT I-FSQ [20.8]
DH RA 122		DEPOT INT I-FSQ [7.1]	ANVAL INT I-FSQ [10.8]	DOOOH INT I-FSQ [14]	DEZEE INT I-FSQ [17.1]	RADAR	RADAR
999 MSL	IM	2800	4000*	5000*	6000*	274°	7000
1076'		5.3 NM		3.8 NM		3.2 NM	
CATEGORY		A		B		C	
S-ILS 27L		RA 122/12		100 DA 1099		GS 3.00° TCH 57	

CATEGORY II ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA
Amdt 16 19NOV09

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
33°38'N-84°26'W ILS RWY 27L (CAT II)

LOC/DME I-PKU 111.75 Chan 54 (Y)	APP CRS 272°	Rwy Idg TDZE 998 Apt Elev 1026
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ILS RWY 28 (CAT II)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

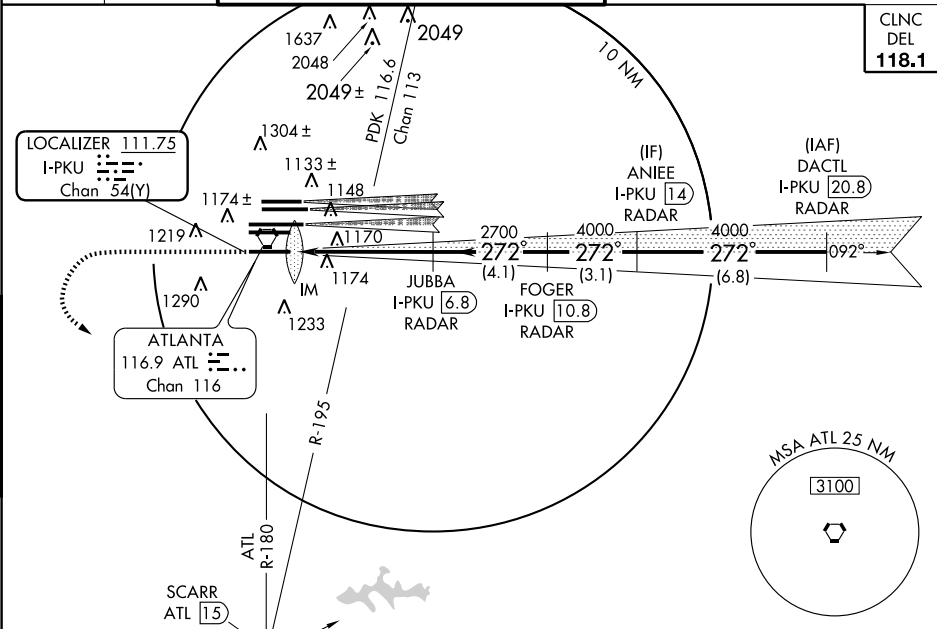
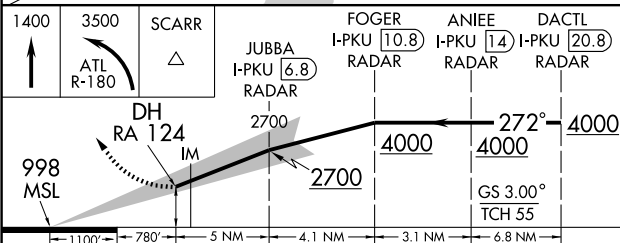
Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R. DME or RADAR REQUIRED.

ALSIF-2



MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

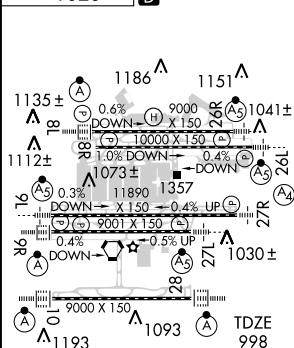
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 ALL RWYS 119.1 125.325 123.85 119.3 119.5 381.6					GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 121.9 121.75 121.65 381.6	ALL RWYS
--	--	--	--	--	--	--	--	----------

**RADAR REQUIRED**

CATEGORY	A	B	C	D
S-ILS-28	RA 124/12 100 DA 1098			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026

D

HIRL all runways
TDZ/CL Rwys 8L, 9R,
10, 26R, 27L and 28

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JCKTS, thence....

.....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

JAMMR TRANSITION (JCKTS5.JAMMR):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

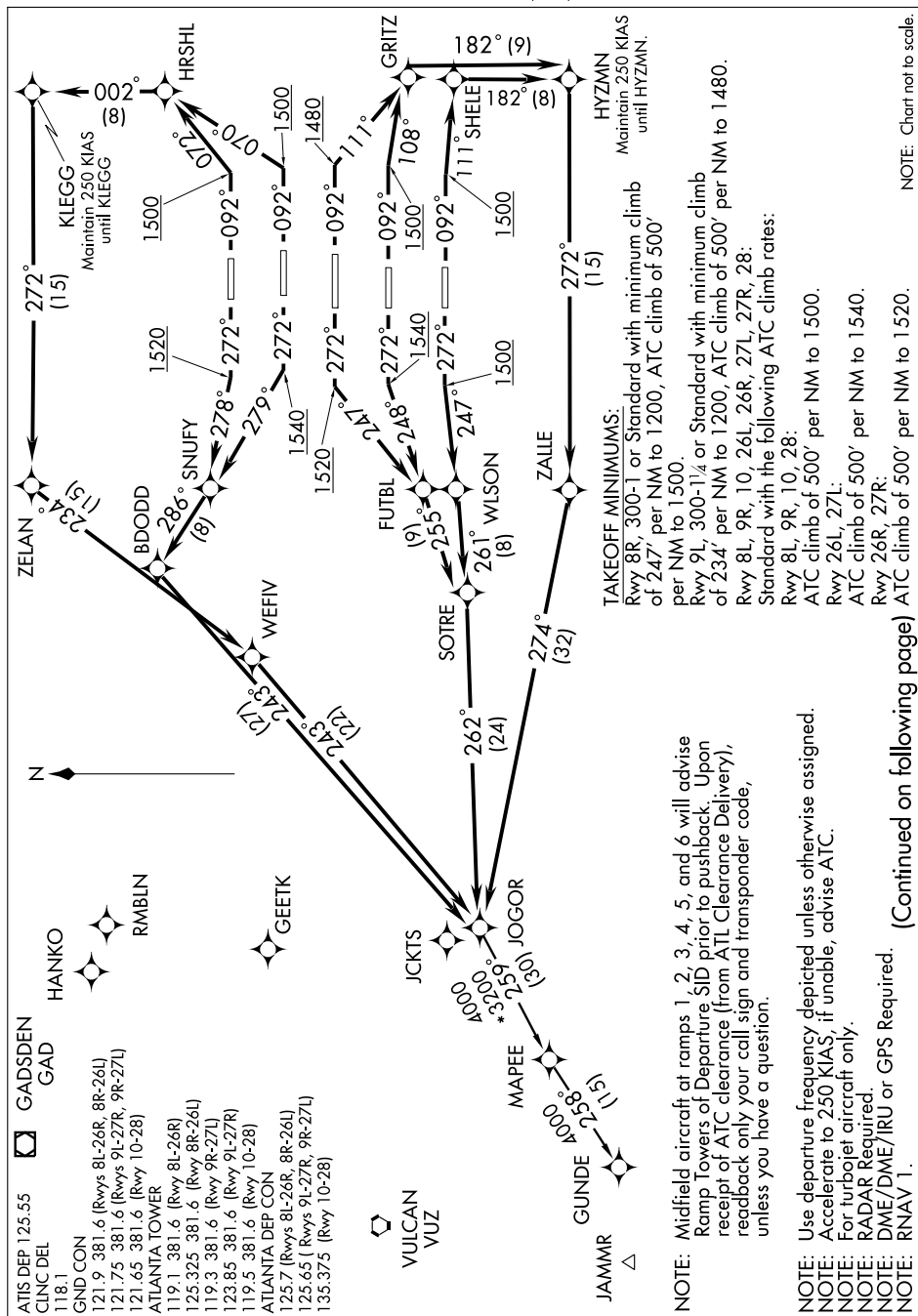
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JOGOR, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

GUNDE TRANSITION (JOGOR3.GUNDE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GEORGIA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC2): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

GREENE COUNTY TRANSITION (GCV.LGC2): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . . .

MERIDIAN TRANSITION (MEI.LGC2): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . . .

MONTGOMERY TRANSITION (MGM.LGC2): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . . .

SEMINOLE TRANSITION (SZW.LGC2): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

. . . .From over LGC VORTAC via LGC R-047 to HONIE INT, then to TIROE INT, then via ATL R-228 to ATL VORTAC. Expect radar vectors to final approach course.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA

INTL (ATL)

08L

TWY B13

8,490 feet

09R

TWY J

8,620 feet

26R

TWY H

8,600 feet

27L

TWY P

8,600 feet

BIRMINGHAM, AL

BIRMINGHAM INTL (BHM)

06

18-36

8,700 feet

36

06-24

5,150 feet

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

01

10-28

4,050 feet

10

01-19

5,450 feet

28

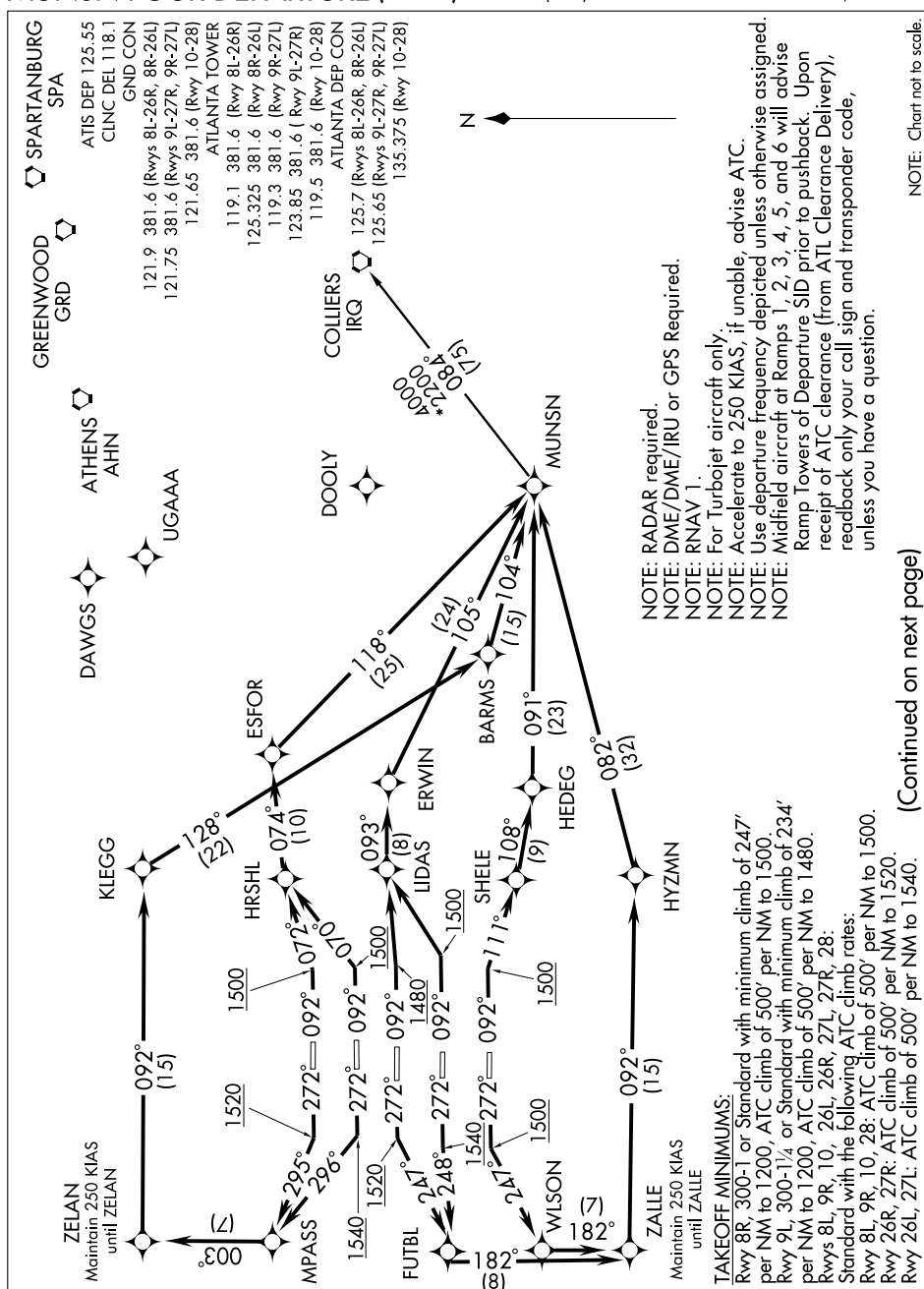
01-19

3,250 feet

MUNSN FOUR DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

SE-4, 21 OCT 2010 to 18 NOV 2010

MUNSN FOUR DEPARTURE (RNAV)

(MUNSN4.MUNSN) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (MUNSN4.IRQ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

DEPARTURE ROUTE DESCRIPTION



TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence...

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (NOVSS3.SARGE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

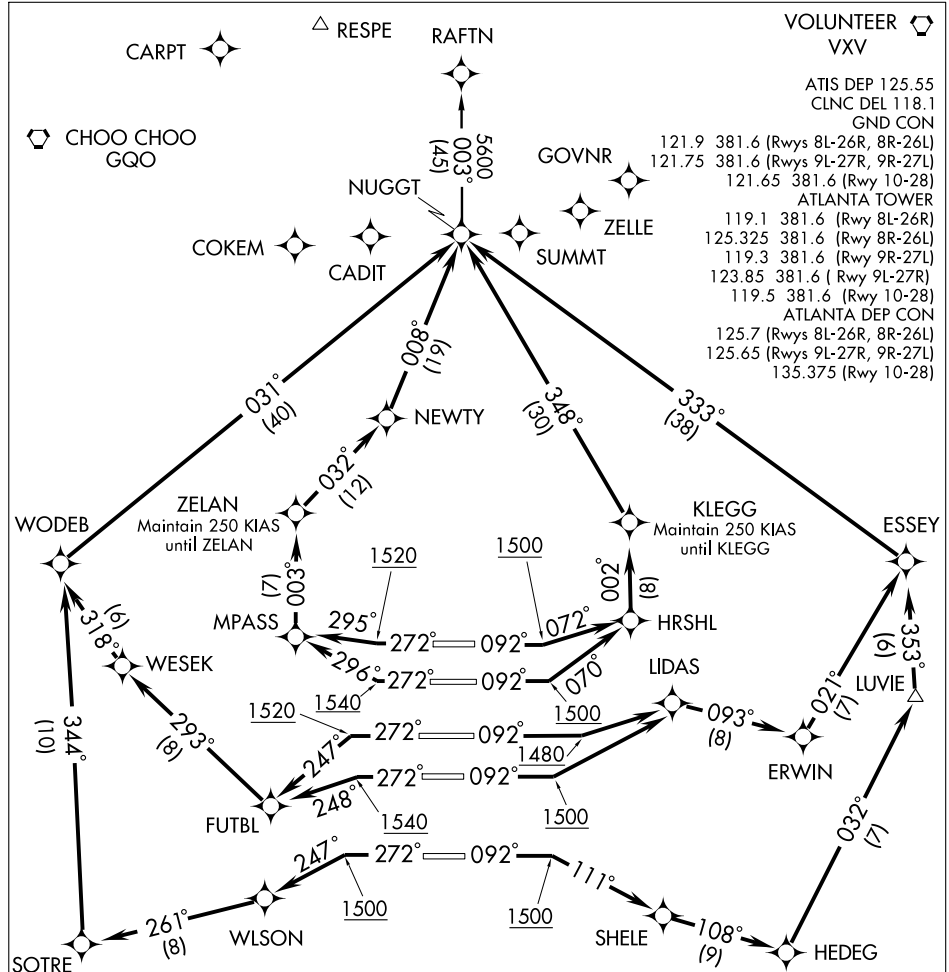
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

(Continued on next page)

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to NUGGT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

RAFTN TRANSITION (NUGGT4.RAFTN):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

PECHY FIVE ARRIVAL (RNAV)

ATLANTA APP CON
128.525
ATIS ARR
119.65

CHARLESTON TRANSITION (HVQ.PECHY5):SPAYD TRANSITION (SPAYD.PECHY5):

From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.

Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing East Rwy 10, 9R/L: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26R/L, 27R/L, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.

LOST COMMUNICATIONS:

EAST OPERATION: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

WEST OPERATION: At STONN track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

NOTE: Chart not to scale.

PECHY

Landing East: Expect to cross at 12000.

Landing West: Expect to cross at 12000/250 KTS.

WOTBA

Landing East Rwy 8R/L:
Expect radar vectors to final approach course after WOTBA.

DOEVR

NOTRE

NOFIV

272°

(5)

(9)

(11)

ATLANTA

ATL

272°

(5)

(10)

(12)

BOJAA

FOGOG

SOTRE

HESPI

Landing East Rwy 10, 9L/R:
Expect radar vectors to final approach course after HESPI.

DOEVR

KEEEN

STONN

IGEBE

DIRTY

SHANE

PLEES

SNOWBIRD

SOT

HUBEL

GOBME

CULME

KONGO

SPAYD

CHARLESTON

HVQ

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: This STAR applicable to Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: HRS, ODF, RMG, AHN, and PDK must be operational.

PECHY FIVE ARRIVAL (RNAV)

(PECHY.PECHY5) 10210

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL

PNUTT FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

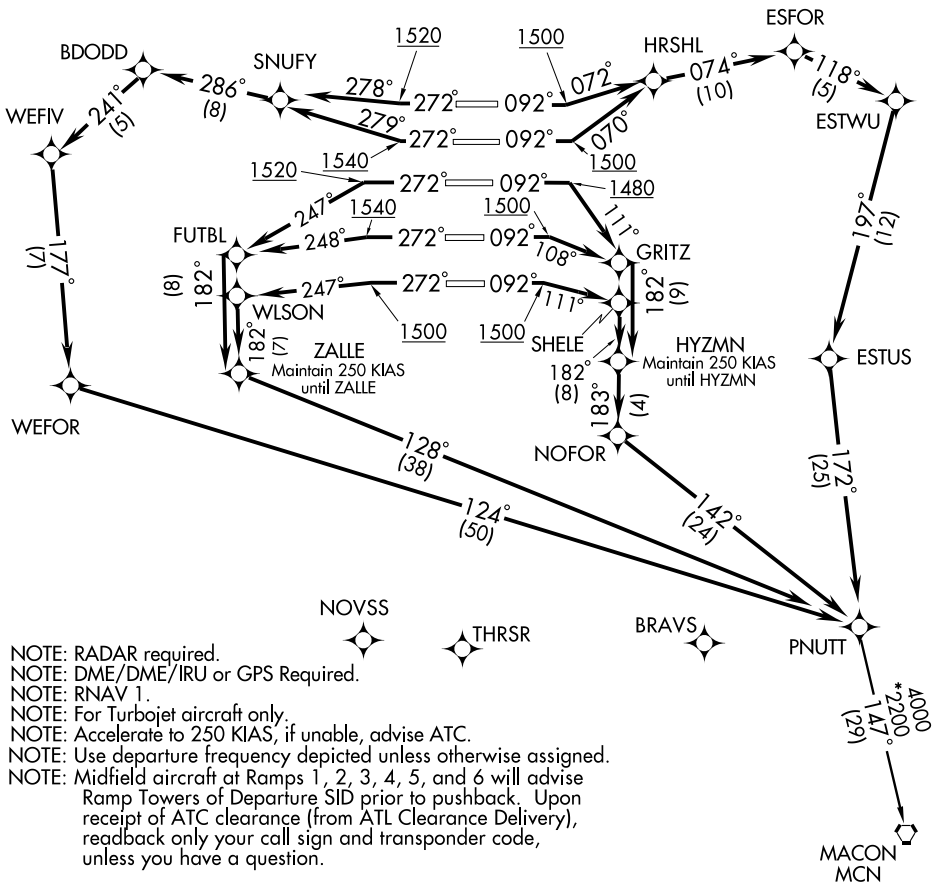
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



(Continued on next page)

NOTE: Chart not to scale

PNUTT FIVE DEPARTURE (RNAV)

(PNUTT5.PNUTT) 10098

ATLANTA, GEORGIA

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

MACON TRANSITION (PNUTT5.MCN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 125.55

CINC DEL 1181

GND CON

121 9 381 6 (Rwys 81-26R 8R-261)

121 75 381 6 (Pwars 91-27P 9P-271)

1121.75 381.6 (Kwys 7L-27K)
1121.45 381.6 (Pwys 10.28)

ATLANTA TOWER
121.63 381.6 (Rwy 10-20)ITALIANA POWER
110.1 201 / (P... 01 2/0)

1119.1 381.6 (Kwy 8L-26K)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 1)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R,

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: DME/DME/IRU or GPS Required.

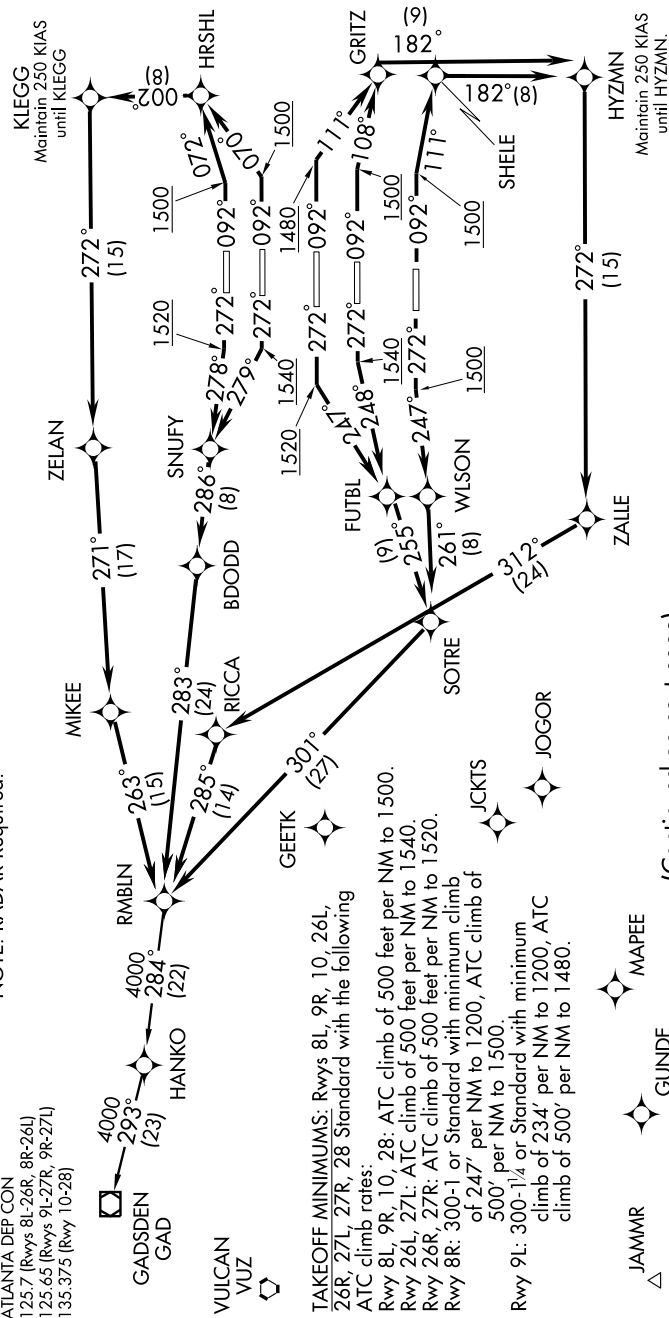
NOTE: BNAV 1

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.



(Continued on next page)

NOTE: Chart not to scale.

SE-A 21 OCT 2010 to 18 NOV 2010

RMBLN FIVE DEPARTURE (RNAV)

(RMBLN5.RMBLN) 10098

ATLANTA, GEORGIA

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

WAAS CH 99300 W08B	APP CRS 092°	Rwy Idg TDZE Apt Elev	8800 1015 1026
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RNAV (GPS) Y RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)



For uncompensated Baro-VNAV Systems, LNAV/VNAV NA
below -17°C (2°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.



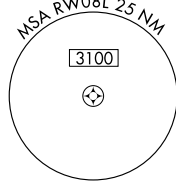
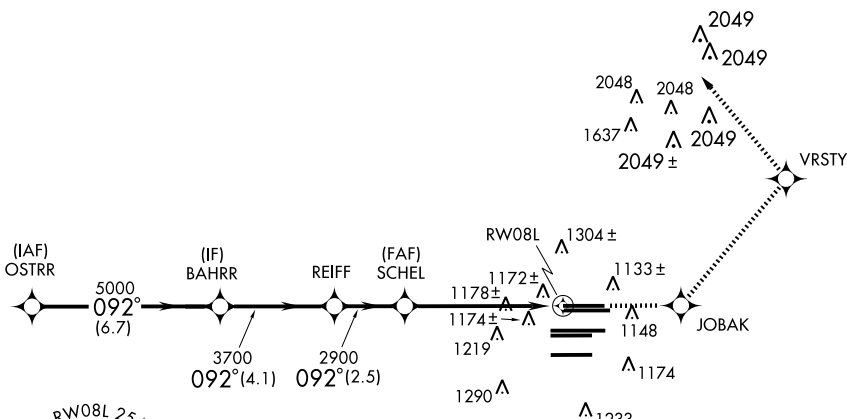
MISSED APPROACH: Climb to 3500 direct JOBAK
and via 042° track to VRSTY and 322° track to
TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

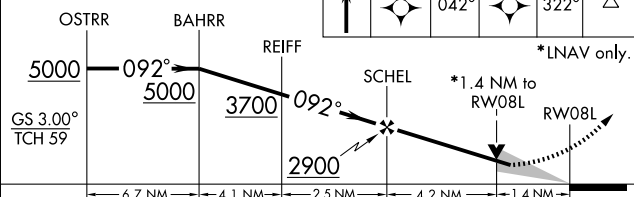


CLNC
DEL
118.1

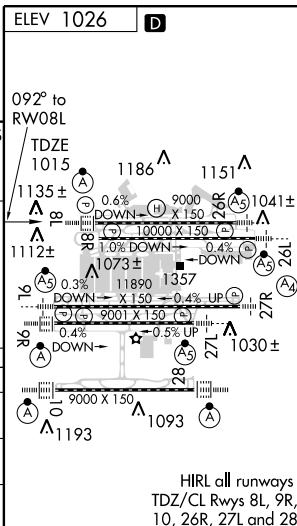


VGSi and RNAV glidepath not coincident.

3500 JOBAK TRK 042° VRSTY TRK 322° TROYS



CATEGORY	A	B	C	D
LPV DA		1360/40	345 (400-¾)	
LNAV/VNAV DA		1475/50	460 (500-1)	
LNAV MDA	1540/24	525 (600-½)	1540/50 525 (600-1)	1540/60 525 (600-1¼)



WAAS CH 48800 W08A	APP CRS 092°	Rwy Idg TDZE 1024 Apt Elev 1026	10000
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RNAV (GPS) Y RWY 8R

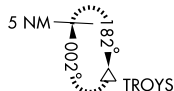
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

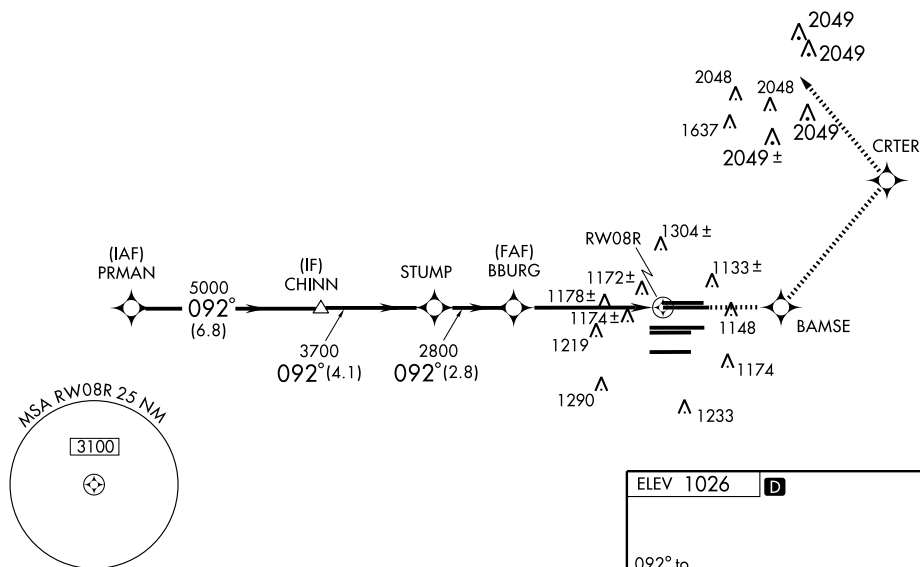
MISSED APPROACH: Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6

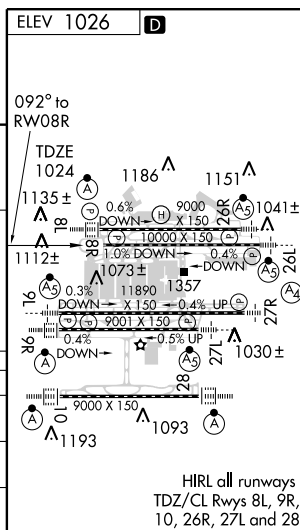
RADAR REQUIRED



CLNC
DEL
118.1



		PRMAN	CHINN	STUMP	3500	BAMSE	TRK 042°	CRTER	TRK 322°	TROYS
		5000	5000	3700						
		GS 3.00°	092°							
		TCH 53								
		*LNNAV only.								
		*1.4 NM to RW08R								
		RW08R								
		2800								
		6.8 NM	4.1 NM	2.8 NM	3.9 NM	1.4				
CATEGORY		A	B	C	D					
LPV DA		1337/50		313 (400-1)						
LNNAV/ VNAV DA		1526-1 ³ / ₄		502 (500-1 ³ / ₄)						
LNNAV MDA		1540/50	516 (600-1)	1540-1 ¹ / ₂	1540-1 ³ / ₄					
				516 (600-1 ¹ / ₂)	516 (600-1 ³ / ₄)					



WAAS CH 62800 W09A	APP CRS 092°	Rwy Idg 11730 TDZE 1019 Apt Elev 1026
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RNAV (GPS) Y RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)



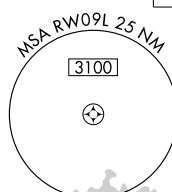
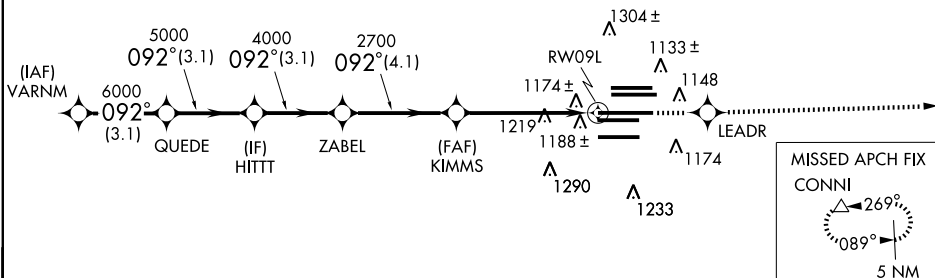
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.



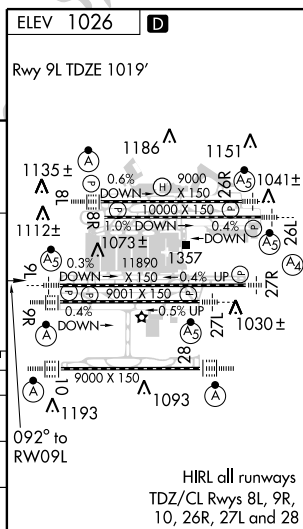
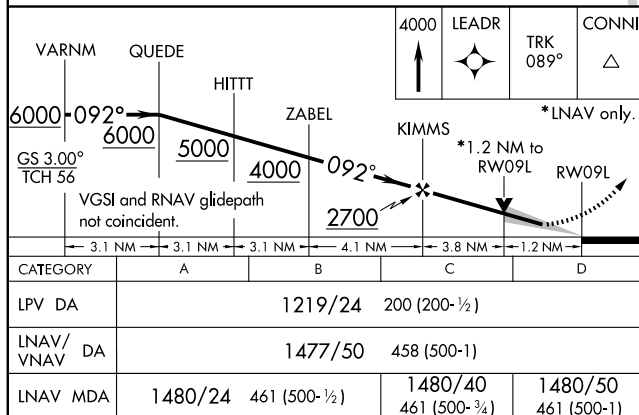
MISSED APPROACH: Climb to 4000 direct
LEADR and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6

RADAR REQUIRED



Λ
2049



WAAS CH 97400 W09B	APP CRS 092°	Rwy Idg TDZE Apt Elev	9000 1026 1026
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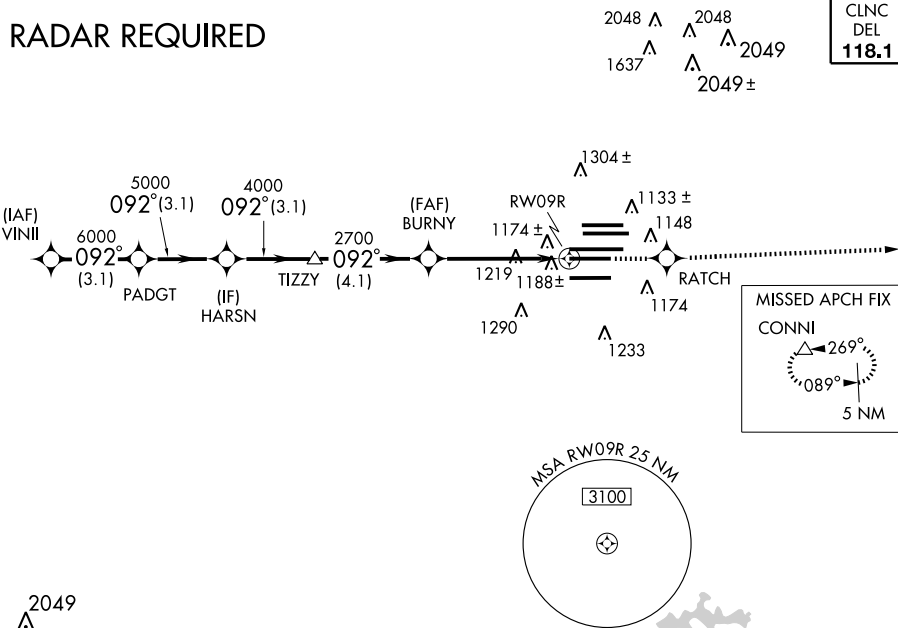
RNAV (GPS) Y RWY 9R

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 direct RATCH and via 089° track to CONNI and hold.</p>
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ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	RWYS	
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6

RADAR REQUIRED

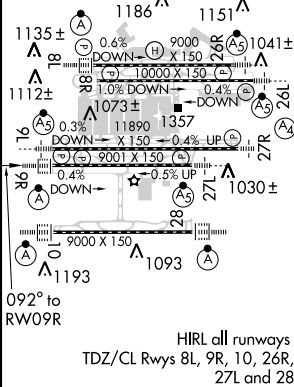


ELEV 1026

D

Rwy 9R TDZE 1026'

	VINII	PADGT	HARSN	TIZZY	BURNY	RATCH	TRK 089°	CONNI
GS 3.00° TCH 54	6000	6000	5000	4000	2700			
VGSI and RNAV glidepath not coincident.								
	3.1 NM	3.1 NM	3.1 NM	4.1 NM	3.8 NM	1.2 NM		
CATEGORY	A	B	C	D				
LPV DA		1226/24	200 (200-½)					
LNAV/VNAV DA		1475/50	449 (500-1)					
LNAV MDA	1480/24	454 (500-½)	1480/40 454 (500-¾)	1480/50 454 (500-1)				



WAAS CH 40399 W10A	APP CRS 092°	Rwy Idg 9000 TDZE 1000 Apt Elev 1026
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RNAV (GPS) Y RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

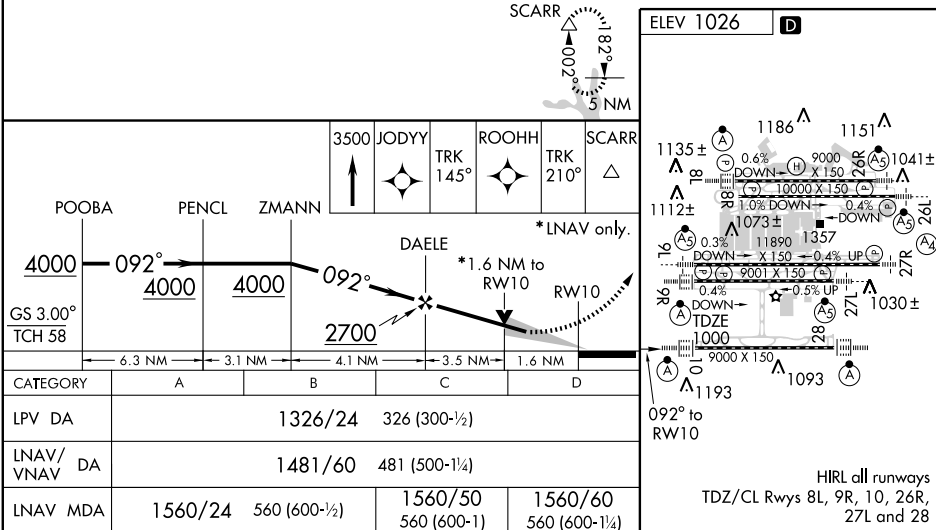
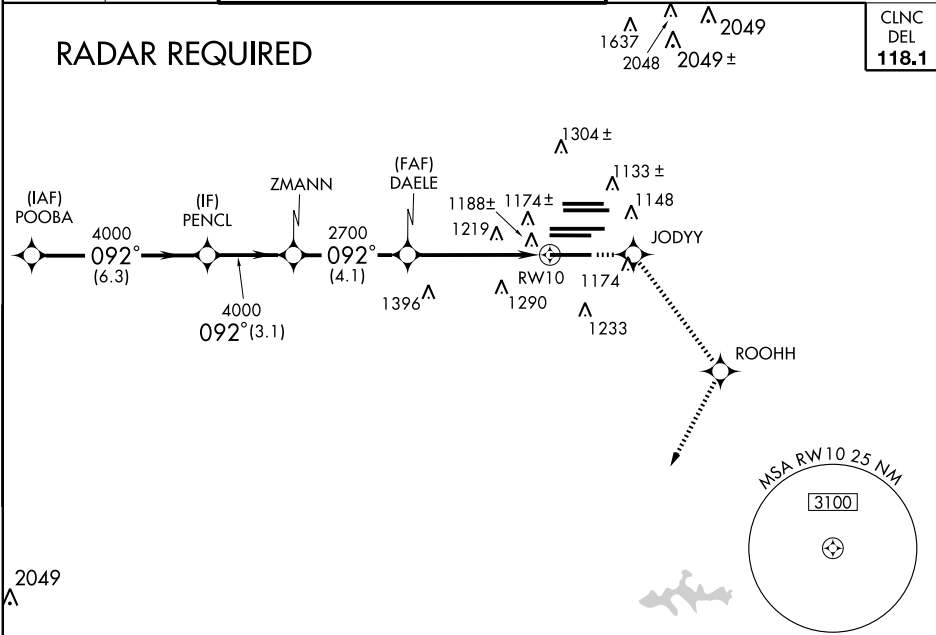
For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3500 direct JODY and via 145° track to ROOHH and 210° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	RWYS	
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6

RADAR REQUIRED

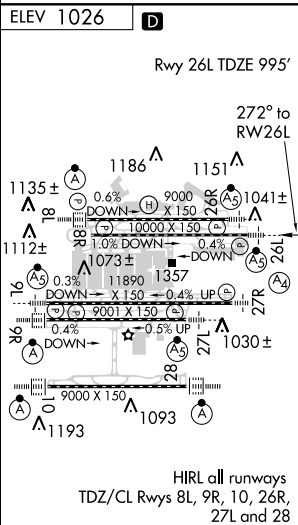
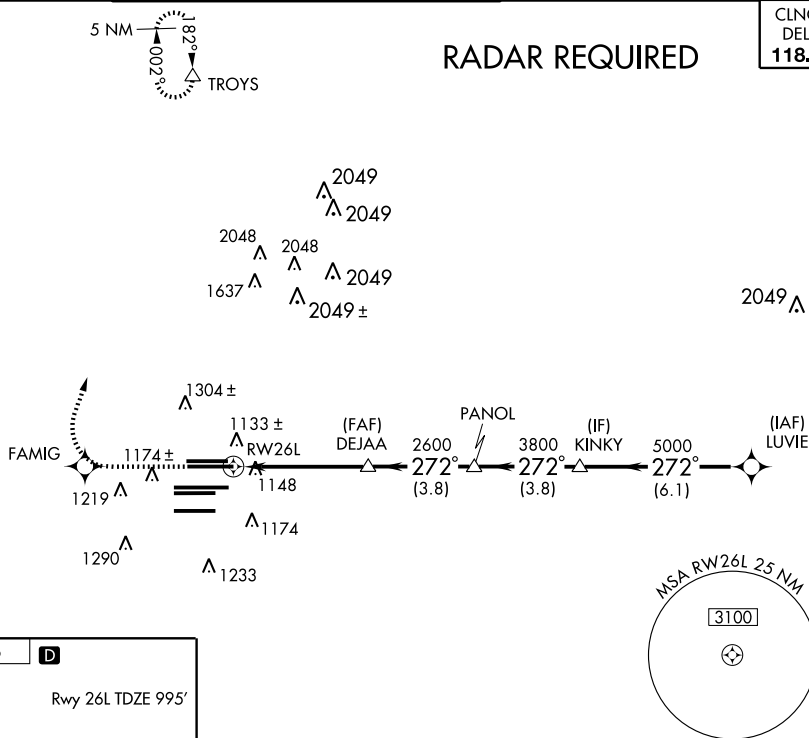


WAAS CH 56300 W26A	APP CRS 272°	Rwy Idg 10000 TDZE 995 Apt Elev 1026
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RNAV (GPS) Y RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

<div><div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.</div></div>										<div><div>MALSR</div><div><div><div></div></div><div><div></div></div></div></div>		<div>MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.</div>											
ATIS		ATLANTA		ATLANTA TOWER						ALL		GND CON		ALL									
ARR 119.65		APP CON		8L-26R		8R-26L		9L-27R		9R-27L		10-28		RWYS		(8L-26R, 8R-26L)		(9L-27R, 9R-27L)		10-28		RWYS	
DEP 125.55		127.9 379.9		119.1		125.325		123.85		119.3		119.5		381.6		121.9		121.75		121.65		381.6	



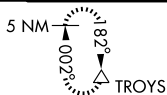
3500	FAMIG	TRK 017°	TROYS
*LNAV only.			
1.6	3.3 NM	3.8 NM	3.8 NM
2600	DEJAA	PANOL	KINKY
272°	272°	272°	5000
3800	5000	5000	5000
GS 3.00°	TCH 52		
CATEGORY	A	B	C
LPV DA	1331/40	336 (400-¾)	
LNAV/VNAV DA	1459/50	464 (500-1)	
LNAV MDA	1540/24	545 (600-½)	1540/50 545 (600-1)
			1540/60 545 (600-¼)

WAAS CH 61000 W26B	APP CRS 272°	Rwy Idg TDZE Apt Elev 1026	8800 990
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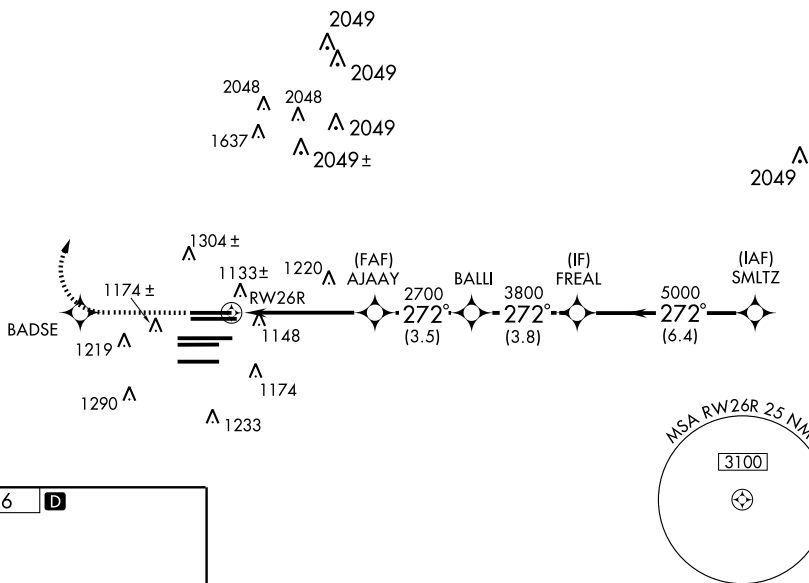
RNAV (GPS) Y RWY 26R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.				MALS R 	MISSED APPROACH: Climb to 3500 direct BADSE and right turn via 019° track to TROYS and hold.
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6	ALL RWYS 121.9 121.75 121.65 381.6	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	ALL RWYS 121.9 121.75 121.65 381.6

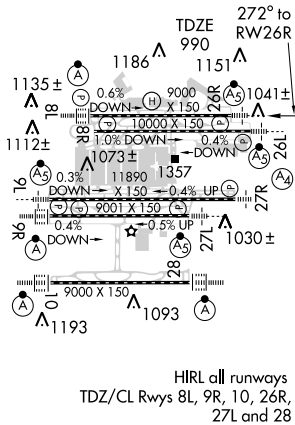


RADAR REQUIRED

CLNC
DEL
118.1


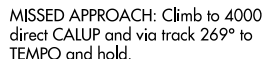
ELEV 1026

D



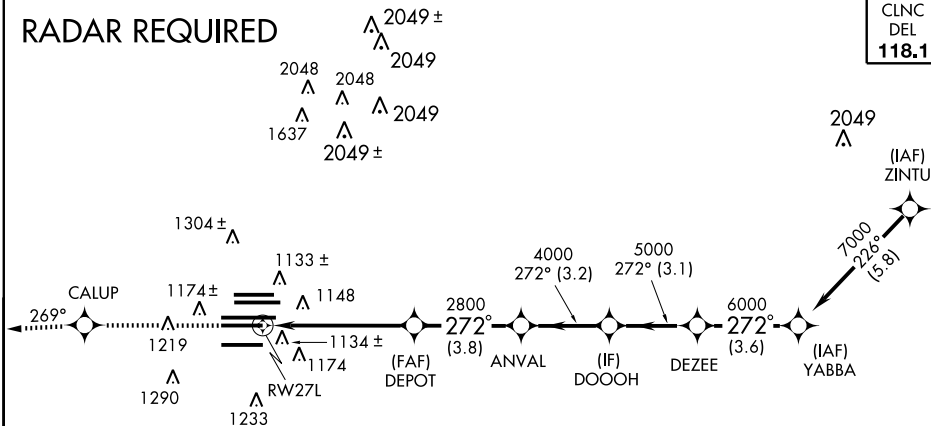
3500	BADSE	TRK 019°	TROYS
*LNAV only. *1.6 NM to RW26R RW26R AJAAY BALLI FREAL SMLTZ 272° 3800 5000 GS 3.00° TCH 58			
1.6	3.5 NM	3.5 NM	3.8 NM
6.4 NM			
CATEGORY	A	B	C
LPV DA	1361/40	371 (400-34)	
LNAV/VNAV DA	1435/50	445 (500-1)	
LNAV MDA	1560/24	570 (600-1/2)	1560/50 570 (600-1)
			1560/60 570 (600-1/4)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)



RADAR REQUIRED

CLNC
DEL
118.1

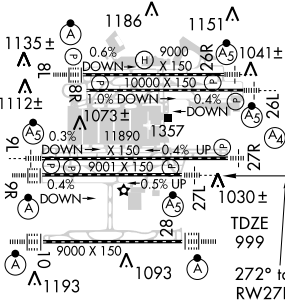
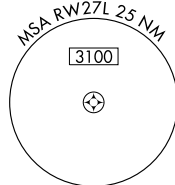


MISSED APCH FIX
TEMPO



ELEV 1026

Page 10 of 10



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28

4000 ↑	CALUP ✱	trk 269°	TEMPO △	VGS1 and RNAV glidepath not coincident.				YABBA
*LNAV only.				DEPOT	ANVAL	DOOOH	DEZEE	7000
*1.8 NM to RW27L				2800	4000	5000	6000	272°
RW27L				2800				GS 3.00° TCH 57
1.8 NM				3.6 NM	3.8 NM	3.2 NM	3.1 NM	3.6 NM
CATEGORY		A		B		C		D
LPV	DA			1199/24		200 (200-½)		
LNAV/ VNAV	DA			1489/60		490 (500-1¼)		
LNAV	MDA	1620/24	621 (600-½)	1620/60 621 (600-1¼)		1620-1½ 621 (600-1½)		

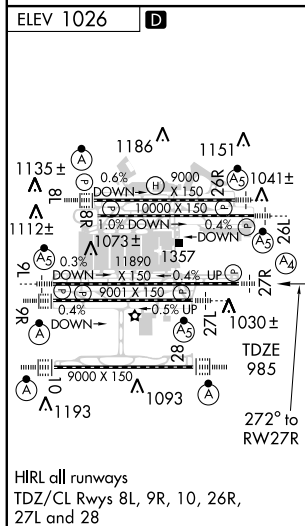
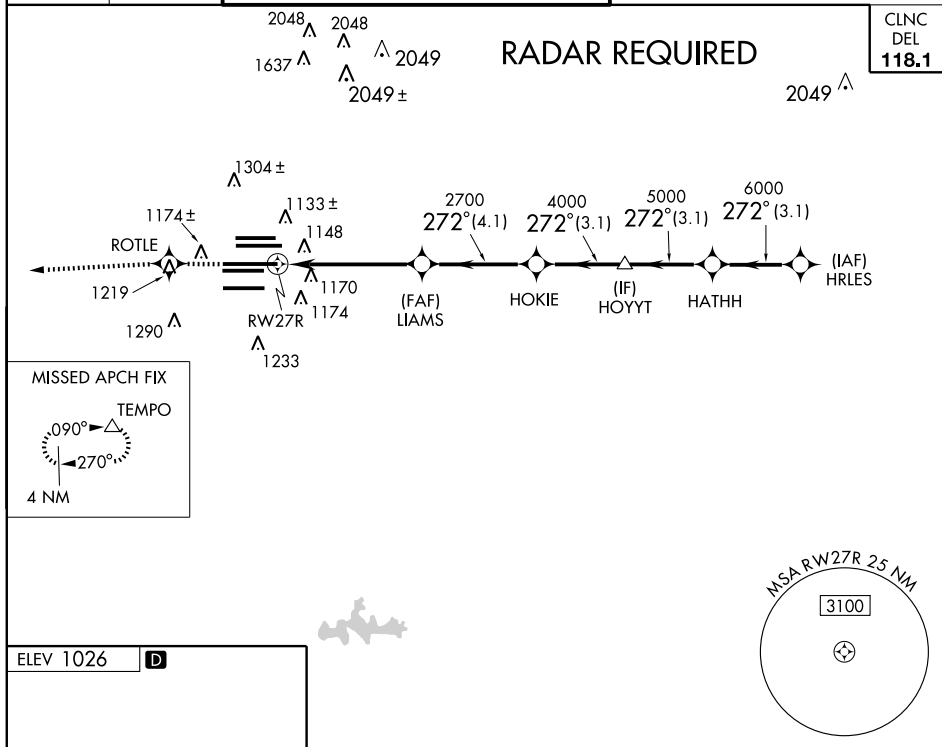
WAAS CH 70400 W27B	APP CRS 272°	Rwy Idg 11690 TDZE 985 Apt Elev 1026
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RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

▼ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.
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ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6



4000	ROTTLE	269° TRK	TEMPO	HATHH	HRLES
*LNAV only.	*1.6 NM to RWY 27R	LIAMS	HOKIE	HOYYT	272° 6000
RWY 27R	2700	4000	5000	6000	GS 3.00° TCH 56
1.6 NM	3.6 NM	4.1 NM	3.1 NM	3.1 NM	VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	1185/40 200 (200-¾)				
LNAV/VNAV DA	1464-1¾ 479 (500-1¾)				
LNAV MDA	1560/40	575 (600-¾)	1560-1½ 575 (600-1½)	1560-1¾ 575 (600-1¾)	

WAAS CH 61299 W28A	APP CRS 272°	Rwy Idg 9000 TDZE 998 Apt Elev 1026
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RNAV (GPS) Y RWY 28

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

T For inoperative ALSF-2, increase LNAV/VNAV visibility to 1 $\frac{1}{4}$ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



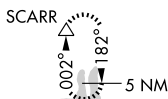
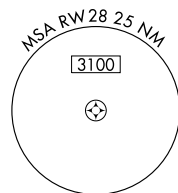
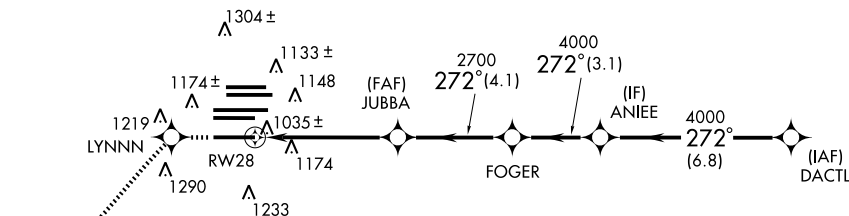
MISSED APPROACH: Climb to 3500 direct LYNNE and via 224° track to JOYAL and 154° track to SCARR and hold.

ATIS		ATLANTA APP CON		ATLANTA TOWER				ALL RWYS		GND CON		ALL RWYS	
ARR	119.65			8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

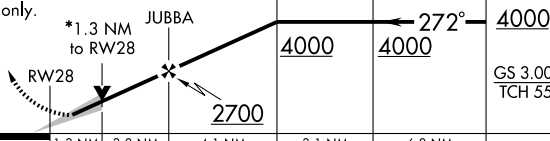
$$\begin{array}{ccccc} & \wedge & & \wedge & \\ 1637 & \wedge & & \wedge & 2049 \\ & \wedge & & \wedge & \\ & 2048 & & 2049 \pm & \end{array}$$

CLNC
DEL
118.1

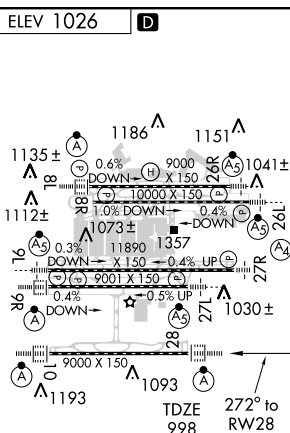


3500	LYNNN	TRK 224°	JOYAL	TRK 154°	SCARR	FOGER	ANIEE	DACTL
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* LNAV only.



	1.3 NM	3.8 NM	4.1 NM	3.1 NM	6.8 NM	
CATEGORY	A	B	C	D		
LPV DA	1248/24		250 (300-½)			
LNAV/ VNAV DA	1488/60		490 (500-¼)			
LNAV MDA	1460/24	462 (500-½)	1460/40 462 (500-¾)	1460/50 462 (500-1)		



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28

APP CRS **092°**
Rwy ldg **10000**
TDZE **1024**
Apt Elev **1026**

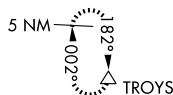
RNAV (RNP) Z RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

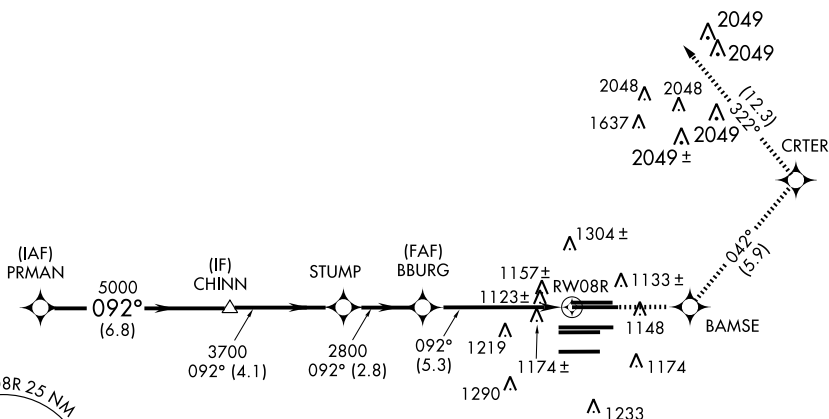
GPS Required.
For uncompensated Baro-VNAV systems, procedure
NA below -9° C (16° F) or above 46° C (116° F).

MISSED APPROACH: Climb to 3500 direct
BAMSE and via track 042° to CRTER
and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON				
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS		
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6		

RADAR REQUIRED

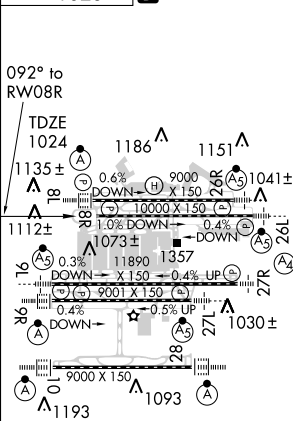
CLNC
DEL
118.1



MSA RW08R 25 NM

3100

ELEV 1026



CATEGORY		A	B	C	D
RNP 0.11	DA	1412/60	388 (400-1¼)		
RNP 0.15	DA	1419/60	395 (400-1¼)		
RNP 0.30	DA	1474-1½	450 (500-1½)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

HIRL all runways
TDZ/CL Rwy 8L, 9R,
10, 26R, 27L and 28

APP CRS	Rwy Idg	11730
092°	TDZE	1019
	Apt Elev	1026

RNAV (RNP) Z RWY 9L

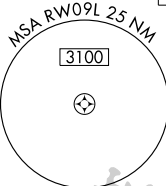
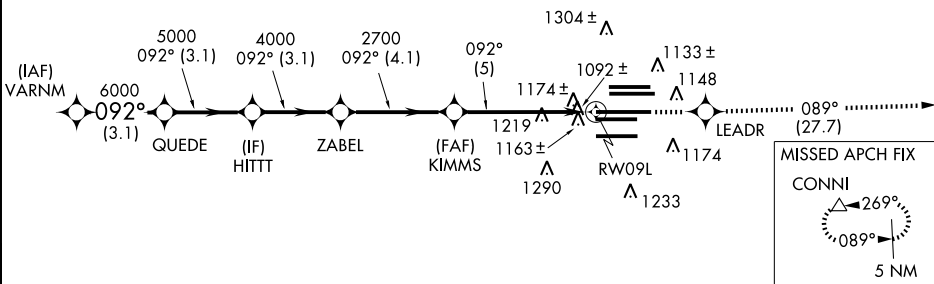
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½.
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).



MISSED APPROACH: Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

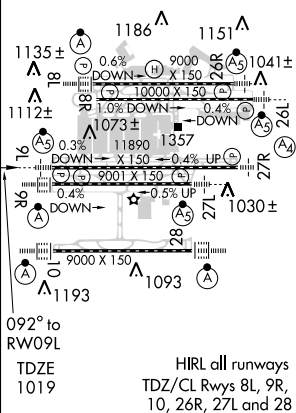
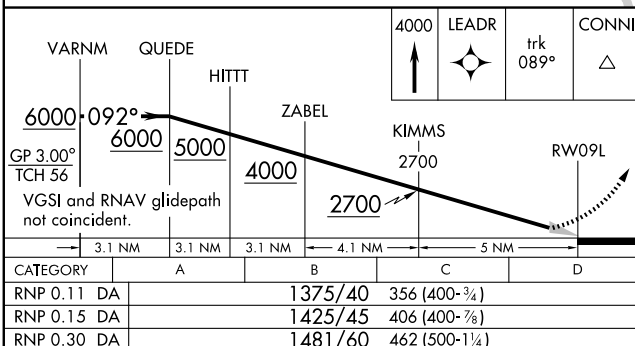
ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL	
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

Λ
2049

ELEV 1026

D

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	9000
092°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 9R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

T GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

ALSF-2



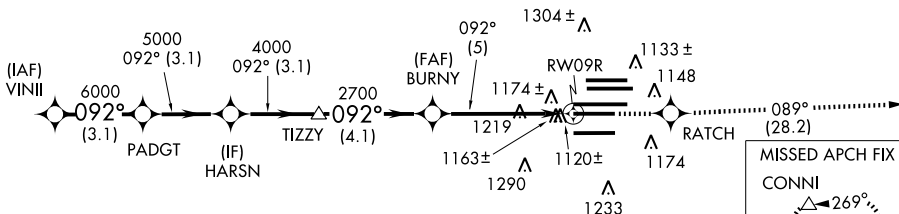
MISSED APPROACH: Climb to 4000 feet, then descend to 3000 feet, then direct RATCH and via track 089° to CONNI and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS	
ARR	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28			[8L-26R,8R-26L]	[9L-27R,9R-27L]	10-28		
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

$$\begin{array}{c} 2048 \Lambda \\ 1637 \Lambda \end{array} \quad \begin{array}{c} \Lambda^{2048} \\ \Lambda^{2049} \\ \Lambda^{2049\pm} \end{array}$$

CLNC
DEL
118.1

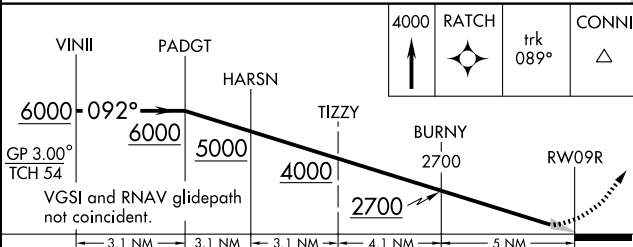
2049_A

MSA RW09R 25 NM

3100

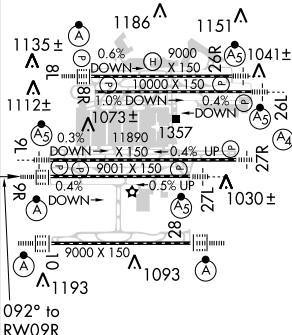
ELEV 1026

D



CATEGORY	A	B	C	D
RNP 0.11 DA		1420/45	394 (400- $\frac{7}{8}$)	
RNP 0.15 DA		1427/45	401 (500- $\frac{7}{8}$)	
RNP 0.30 DA		1480/50	454 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

092° to
RW09RTDZE
1026

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R,
27L and 28

ATLANTA, GEORGIA

Orig-A 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

RNAV (RNP) Z RWY 9R

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
092°	TDZE	1000
	Apt Elev	1026

RNAV (RNP) Z RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

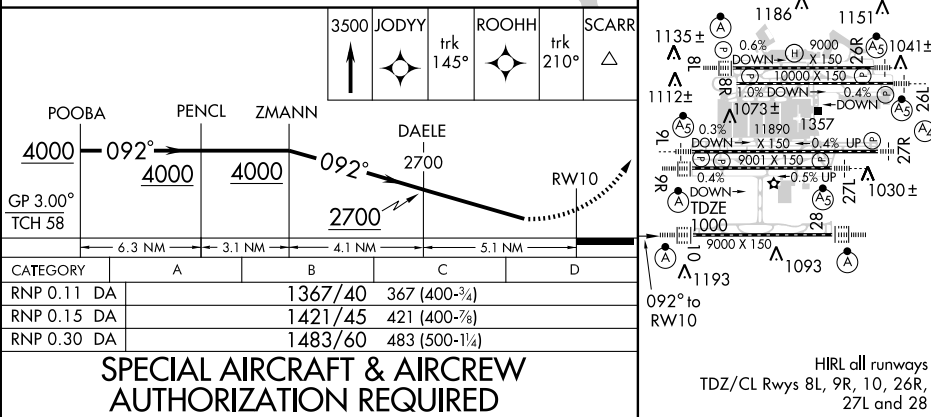
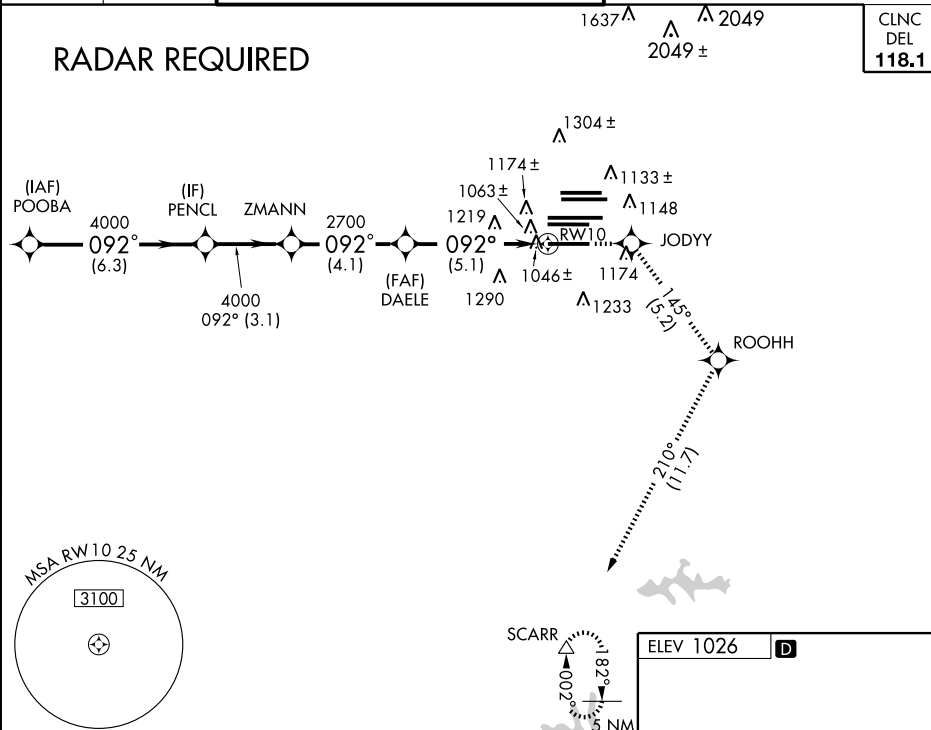
T GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters -NA.



MISSED APPROACH: Climb to 3500 direct JODYY and via track 145° to ROOHH and via track 210° to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL	
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
ARR 119.65												
DEF 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED



ATLANTA, GEORGIA

Orig-A 09267

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

RNAV (RNP) Z RWY 10

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS 272°	Rwy Idg 10000
TDZE 995	Apt Elev 1026

RNAV (RNP) Z RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

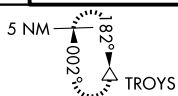
GPS Required. For inoperative MALS, increase RNP 0.11* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 395 feet per NM to 1800.

MALSR



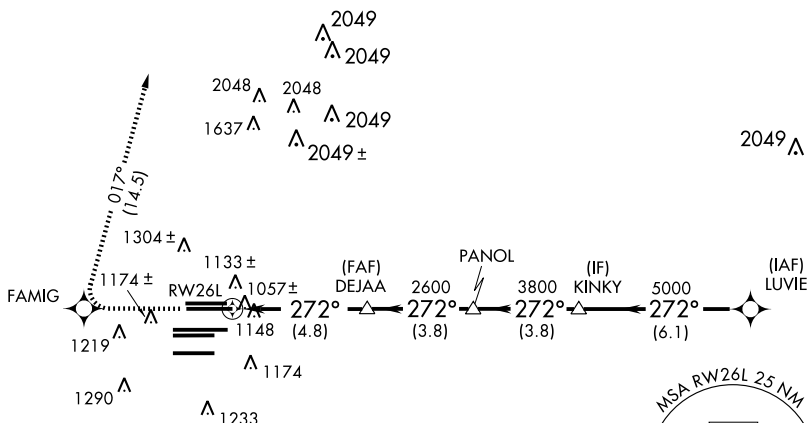
MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6				ALL RWYS 121.9	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS 121.75 121.65 381.6
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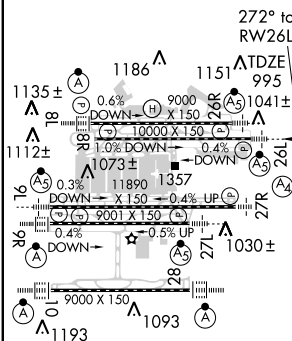


RADAR REQUIRED

CINC DEL 118.1



ELEV 1026



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R,
27L and 28

	3500	FAMIG	↑	trk 017°	TROYS				
						PANOL	KINKY	LUVIE	
						DEJAA			
						2600	272°	272°	5000
						3800	5000		
						4.8 NM	3.8 NM	3.8 NM	6.1 NM
CATEGORY	A	B	C	D					
RNP 0.11 DA*	1274/24				279 (300-½)				
RNP 0.11 DA	1383/45				388 (400-¾)				
RNP 0.15 DA	1390/45				395 (400-¾)				
RNP 0.30 DA	1427/50				432 (500-1)				

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	8800
272°	TDZE	990
	Apt Elev	1026

RNAV (RNP) Z RWY 26R

ATLANTA/ HARTSFIELD- JACKSON ATLANTA INTL (ATL)

V GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

MALSR

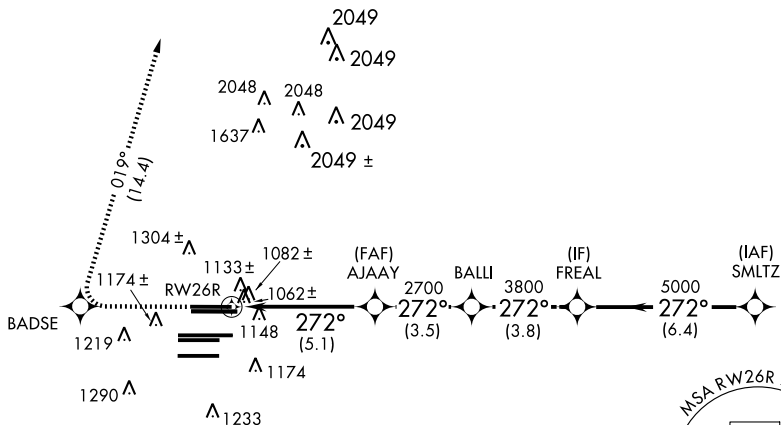


MISSED APPROACH: Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

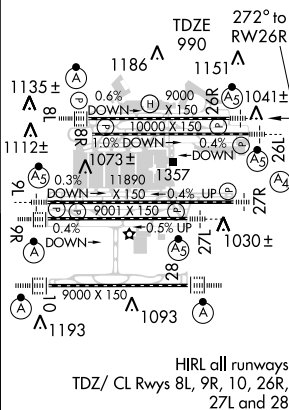
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL		
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
ARR 119.65												
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC
DEL
118.1



ELEV 1026



3500 ↑	BADSE ✦	trk 019° ↗	△	FREAL	SMLTZ
CATEGORY	A	B	C	D	
RNP 0.11 DA	1380/40		390 (400-¾)		
RNP 0.15 DA	1387/45		397 (400-⅞)		
RNP 0.30 DA	1449/50		459 (500-1)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

ATLANTA, GEORGIA
Orig-A 09323

ATLANTA/HARTSFIELD- JACKSON ATLANTA INTL (ATL)
33° 38' N-84° 26' W **PNLV (PNP) 7 PWV 26P**

RNAV (RNP) Z RWY 26R

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **272°**
Rwy Idg **8865**
TDZE **999**
Apt Elev **1026**

RNAV (RNP) Z RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1 $\frac{3}{4}$. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 46°C (116°F). Visibility reduction by helicopters NA.

MALSR

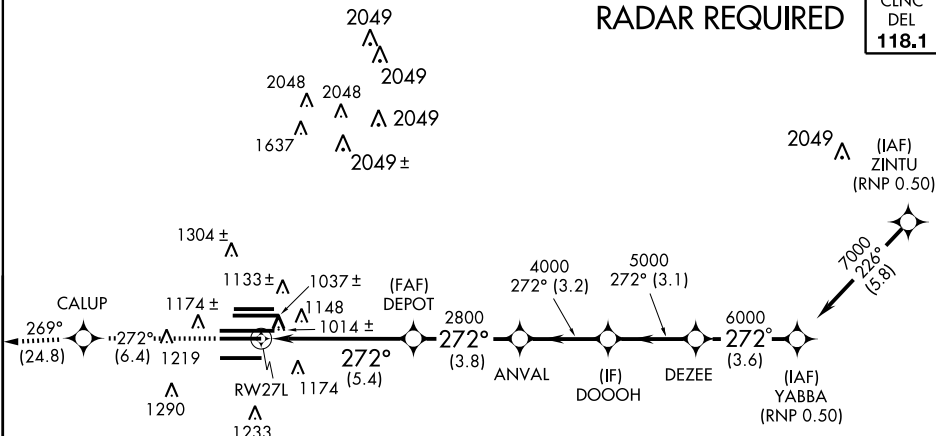


MISSED APPROACH: Climb to 4000 via track 272° to CALUP and via track 269° to TEMPO and hold.

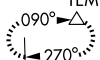
ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL	GND CON	ALL
ARR 119.65		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6

RADAR REQUIRED

CLNC
DEL
118.1

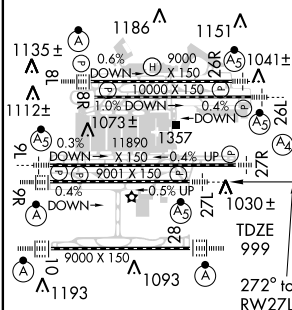


MISSED APCH FIX
TEMPO



4 NM

ELEV 1026



HIRL all runways
TDZ/CL Rwy's 8L, 9R, 10, 26R,
27L and 28

4000	CALUP	TEMPO	VGSI and RNAV glidepath not coincident.		YABBA
trk 272°	trk 269°		DEZEE		7000
			DOOOH		
			ANVAL		
			DEPOT		
			2800		
			4000		
			5000		
			6000		
			7000		
			GP 3.00°		
			TCH 57		
			5.4 NM		
			3.8 NM		
			3.2 NM		
			3.1 NM		
			3.6 NM		
CATEGORY	A	B	C	D	
RNP 0.11 DA		1251/40	252 (300- $\frac{3}{4}$)		
RNP 0.15 DA		1324/40	325 (300- $\frac{3}{4}$)		
RNP 0.30 DA		1471/60	472 (500-1 $\frac{1}{4}$)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11690
272°	TDZE	985
	Apt Elev	1026

RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

T GPS Required. For inoperative MALS, increase RNP 0.11* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

MALS

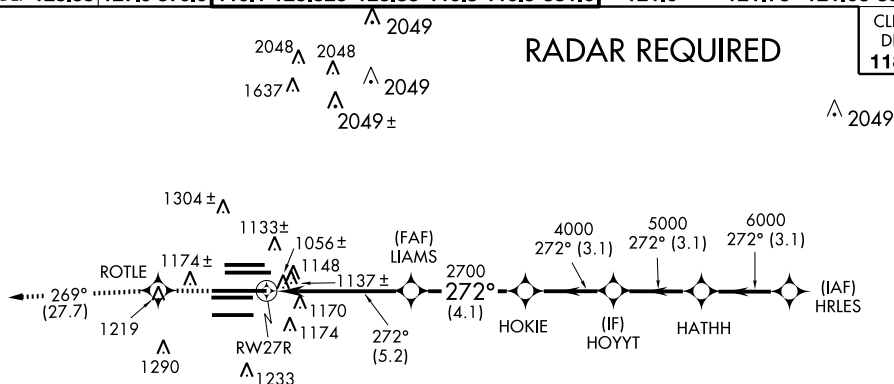


MISSED APPROACH: Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL		
APP	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS		
ARR	119.65												
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC
DEL
118,1

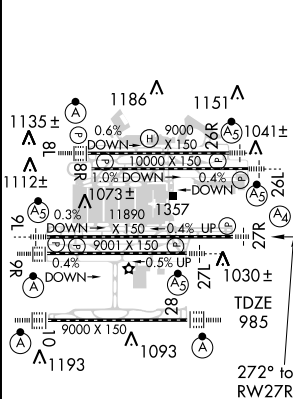


MISSED APCH FIX

TEMPO

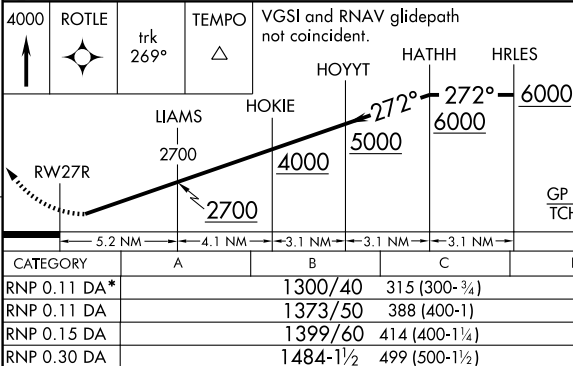


ELEV 1026



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R,
27L and 28

ATLANTA, GEORGIA
Orig-A 09295



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
33° 38'N-84° 26'W **RNAV (RNP) 7 RWY 27R**

RNAV (RNP) Z RWY 27R

APP CRS 272°	Rwy Idg 9000
	TDZE 998
	Apt Elev 1026

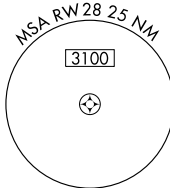
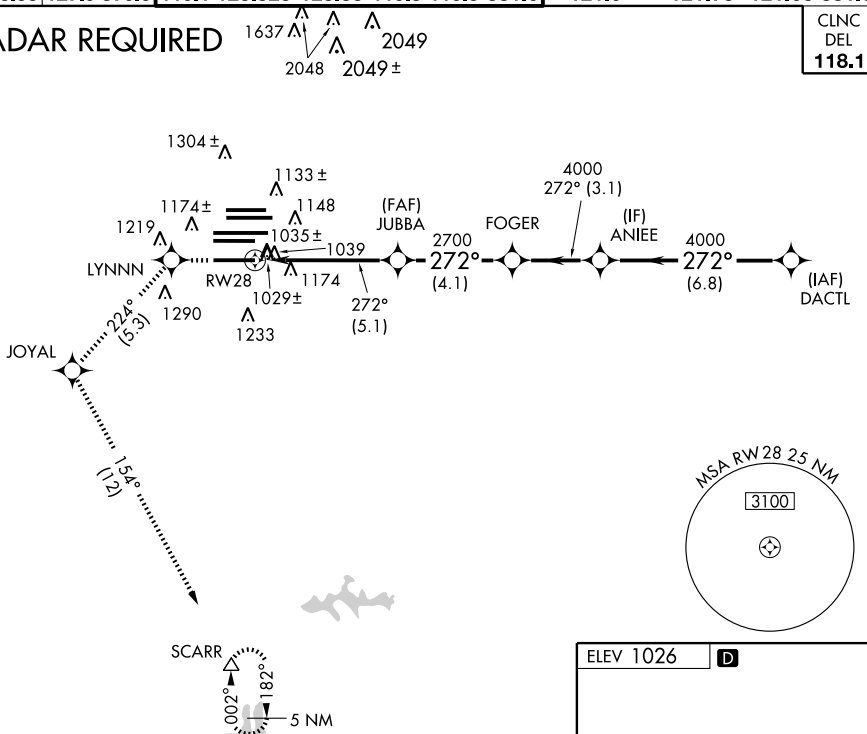
RNAV (RNP) Z RWY 28

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 and 0.15 all Cats visibility to RVR 4500, RNP 0.30 all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).	ALSF-2 	MISSED APPROACH: Climb to 3500 direct LYNNN and via track 224° to JOYAL and via track 154° to SCARR and hold.
--	------------	--

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

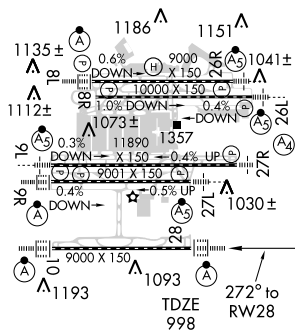


3500	LYNNN	JOYAL	SCARR	FOGR	ANIEE	DACTL
↑	trk 224°	trk 154°	△			
JUBBA 2700						
RW28 2700						
5.1 NM 4.1 NM 3.1 NM 6.8 NM						
CATEGORY	A	B	C	D		
RNP 0.11 DA		1262/24	264 (300-½)			
RNP 0.15 DA		1269/24	271 (300-½)			
RNP 0.30 DA		1339/32	341 (400-5%)			

SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED

ELEV 1026

D


 HIRL all runways
 TDZ/CL Rwy 8L, 9R, 10, 26R,
 27L and 28

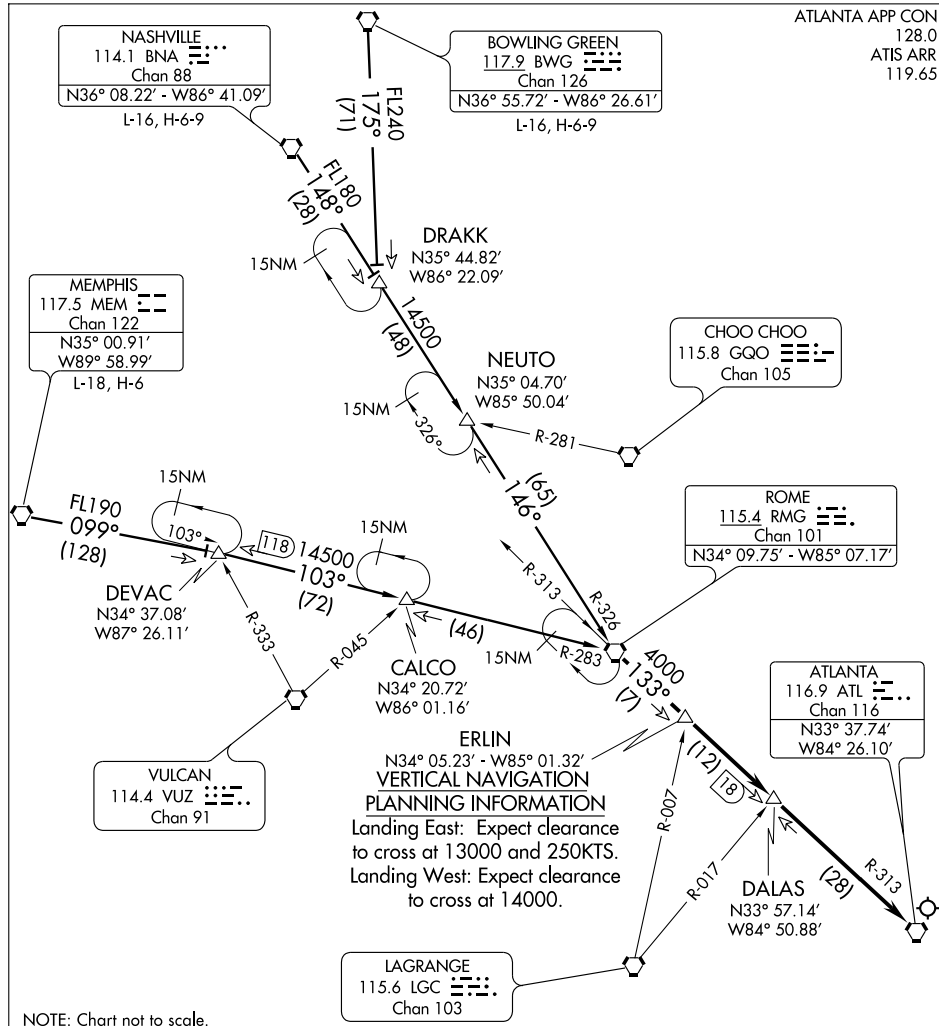
ROME FOUR ARRIVAL

ATLANTA APP CON

128.0

ATIS ARR

119.65



ARRIVAL ROUTE DESCRIPTION

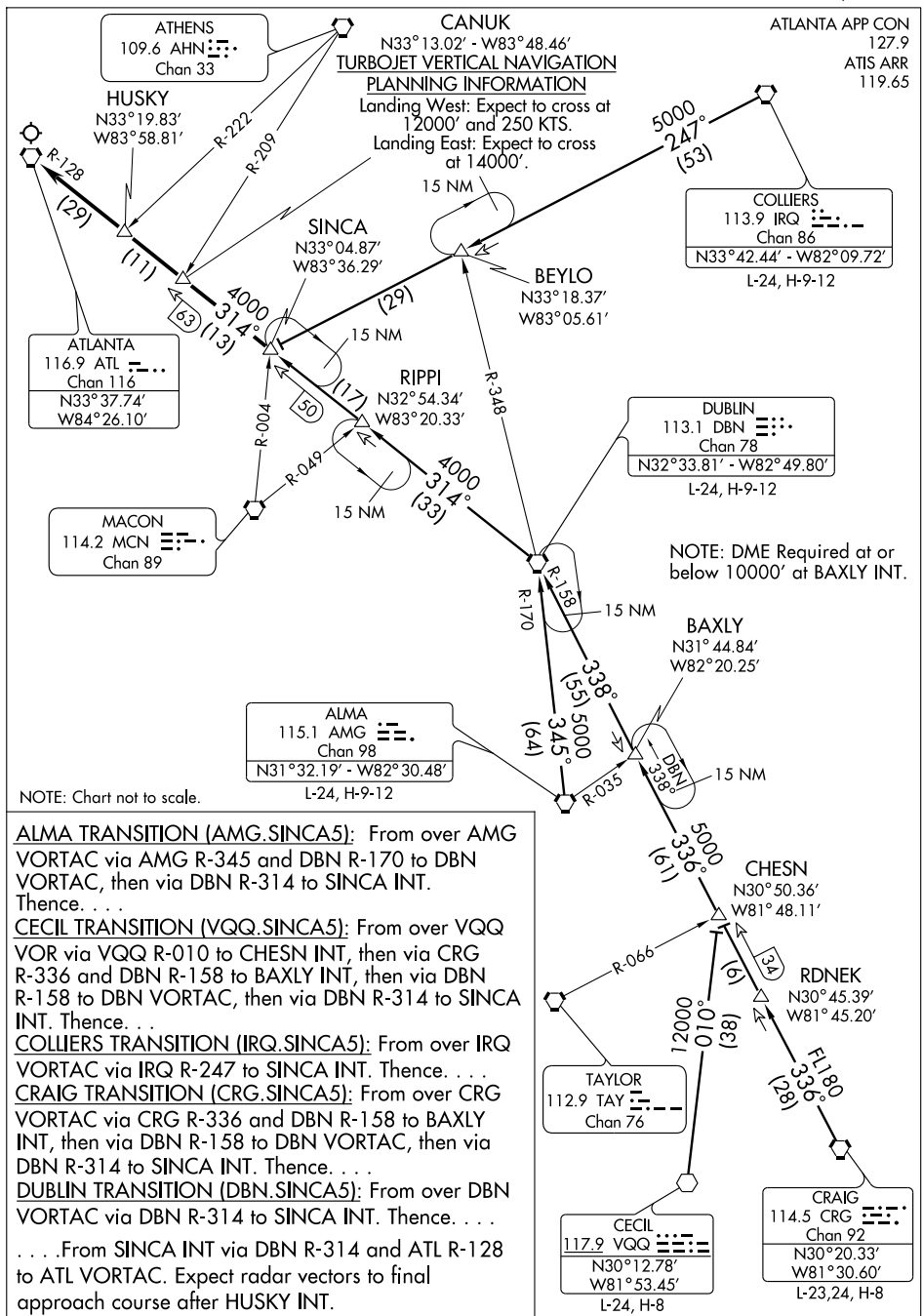
BOWLING GREEN TRANSITION (BWG.RMG4): From over BWG VORTAC via BWG R-175 to DRAKK, then via R-148 and RMG R-326 to RMG VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.RMG4): From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . .

NASHVILLE TRANSITION (BNA.RMG4): From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . .

. . . From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

SINCA FIVE ARRIVAL



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

SINCA FIVE ARRIVAL

(SINCA.SINCA5) 08045

SUMMT FOUR DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (R_{wv} 10-28)

ATLANTA DEP CON

125.7 (R_{wys} 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R, 9R-27L)

135.375 (R_{wv} 10-28)

TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

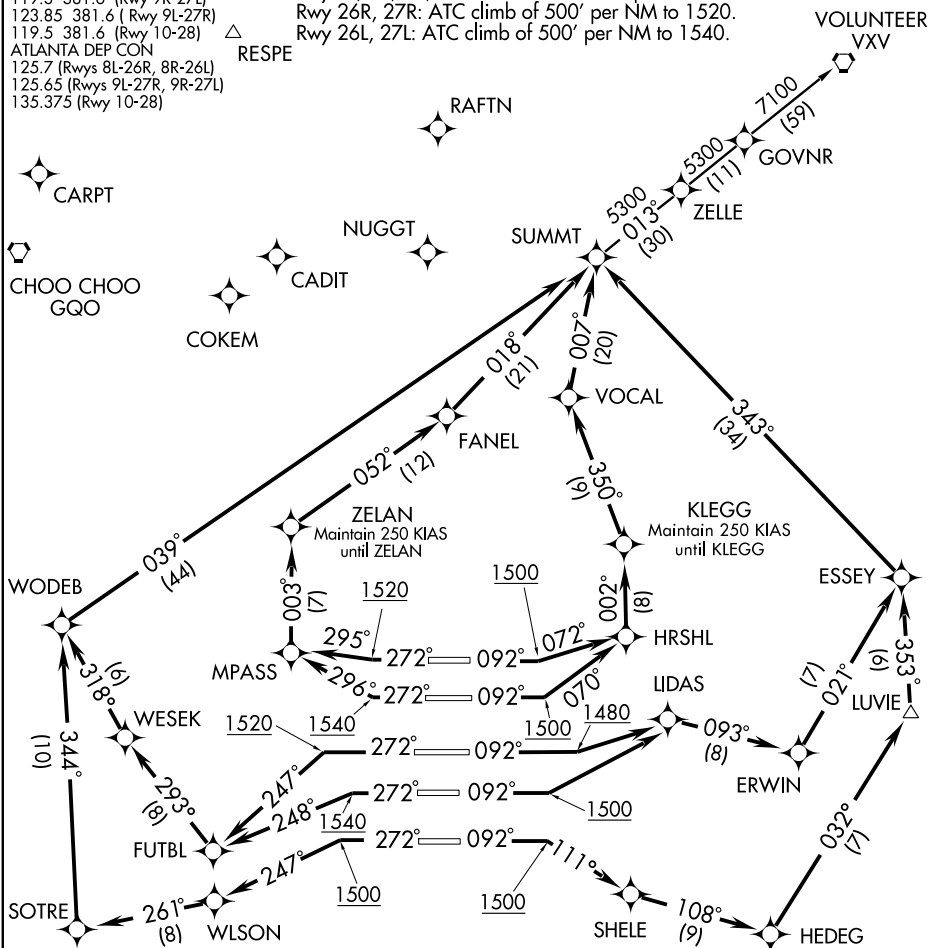
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200. ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: RADAR Required

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: For Turbojet aircraft only.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(Continued on next page)

NOTE: Chart not to scale

SUMMT FOUR DEPARTURE (RNAV)

ATLANTA, GEORGIA

(SUMMT4.SUMMT) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SE-4. 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WILSON, then via depicted route to SUMMT, thence....

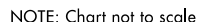
.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

VOLUNTEER TRANSITION (SUMMT4.VXV):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

135.375 (Rwy 10-28)

Rwy 26R, 27R: ATC climb of 500' per NM to 1520



SE-4. 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

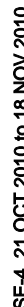
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

LUCKK TRANSITION (THRSR5.LUCKK):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

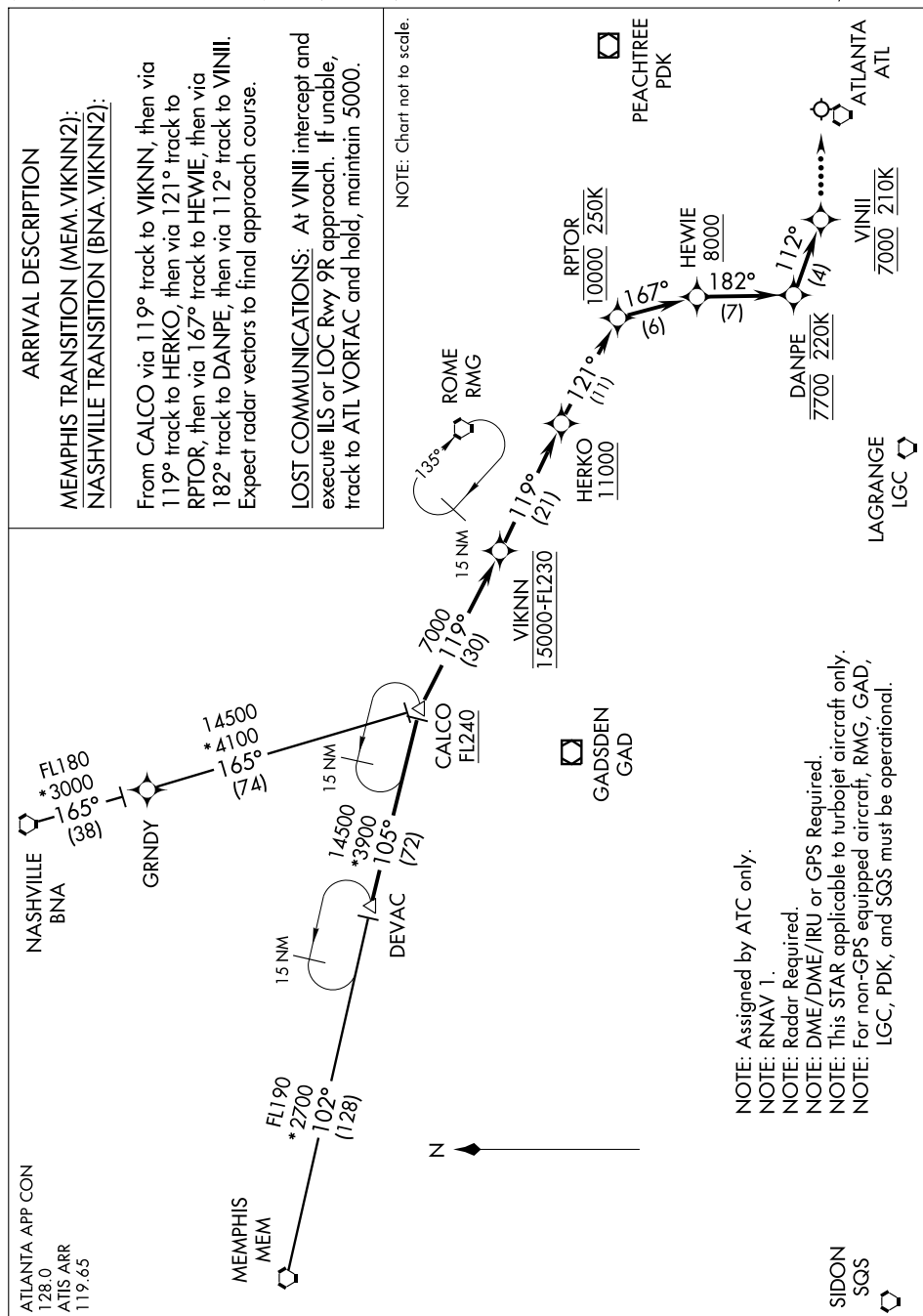
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

VIKNN TWO ARRIVAL (RNAV)

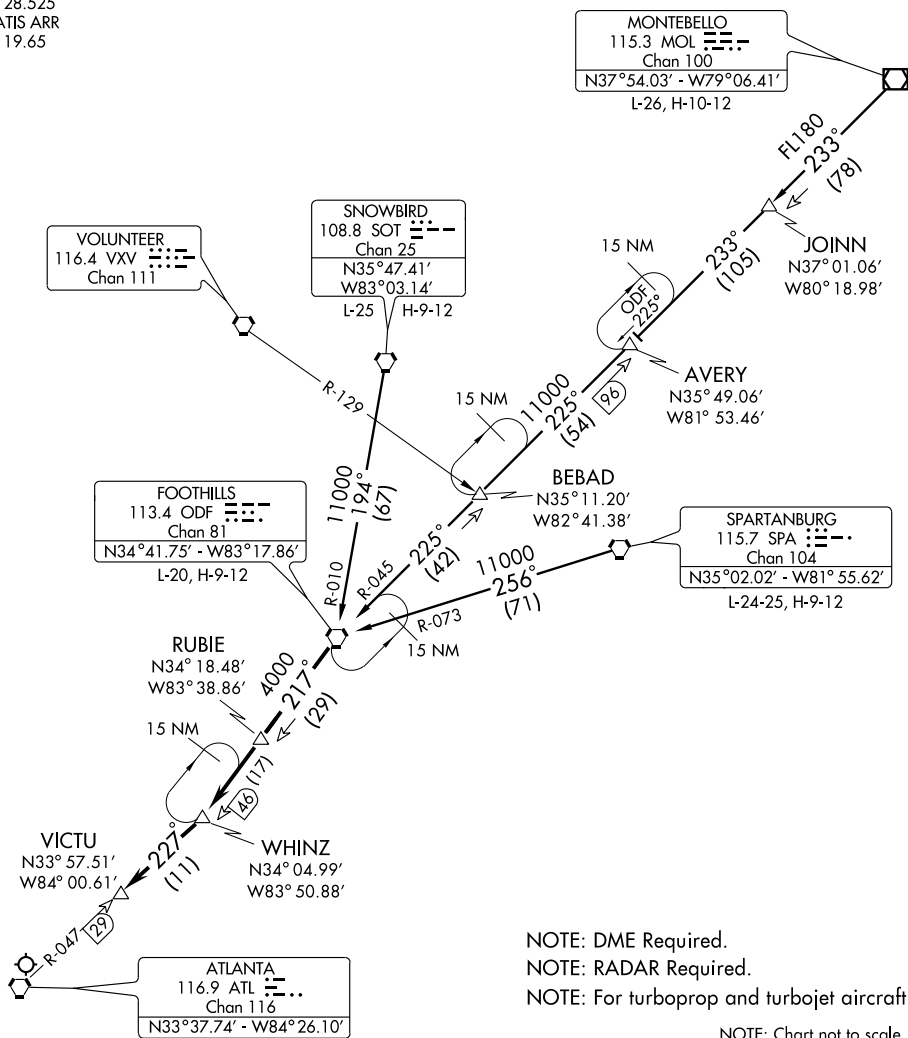
SE-4, 21 OCT 2010 to 18 NOV 2010



VIKNN TWO ARRIVAL (RNAV)

SE-4, 21 OCT 2010 to 18 NOV 2010

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)

HARTSFIELD - JACKSON ATLANTA INTL
ATLANTA, GEORGIAATLANTA APP CON
128.525
ATIS ARR
119.65

MONTEBELLO TRANSITION (MOL.WHINZ1): From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . .

SNOWBIRD TRANSITION (SOT.WHINZ1): From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . .

SPARTANBURG TRANSITION (SPA.WHINZ1): From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . .

. . . From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)

ATLANTA, GEORGIA
HARTSFIELD - JACKSON ATLANTA INTL

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' at fld. 1000/00E.
 REDAN NDB (MHW/LOM) 266 BR N33°38.72' W84°18.68' 267° 5.9 NM to fld.
 ILS/DME 109.9 I-ATL Chan 36 RWY 08R.
 ILS/DME 108.9 I-FUN Chan 26 RWY 09R. Class IIIE.
 ILS/DME 110.5 I-HZK Chan 42 Rwy 09L. LOC unusable byd 25° N of centerline.
 ILS/DME 108.7 I-BRU Chan 24 Rwy 26L. LOM REDAN NDB.
 ILS/DME 108.5 I-FSQ Chan 22 Rwy 27L.
 ILS/DME 111.3 I-AFA Chan 50 Rwy 27R. SHUTDOWN.
 ILS/DME 109.3 I-HFW Chan 30 Rwy 08L. Class IIIE. LOM CATT A NDB. LOC unusable byd 30° right of centerline.
 ILS/DME 110.1 I-GXZ Chan 38 Rwy 26R. Class IE. LOM REDAN NDB.
 ILS/DME 111.55 I-OMO Chan 52(Y) Rwy 10. Class IIID. LOC unusable throughout Zone 5 due to structure at 0.67 NM.
 ILS/DME 111.75 I-PKU Chan 54(Y) Rwy 28. Class IIIE.

COMM/NAV/WEATHER REMARKS: Be alert to rwy crossing clearances. Readback of all rwy holding instructions is required.
 Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM Approaches. Rwy 09L-27R and Rwy 09R-27L Monitor 132.55, Rwy 10-28 Monitor 133.425, Rwy 08L-26R and Rwy 08R-26L 126.9.

HELIPAD H1: H52X52 (ASPH)

NEWNAN COWETA CO

(CCO) 4 S UTC-5(-4DT) N33°18.69' W84°46.19'

ATLANTA

970 B S4 FUEL 100LL, JET A1 OX 4 NOTAM FILE CCO
 RWY 14-32: H5500X100 (ASPH) S-26, D-37 MIRL 0.7% up NW

H-9A, 12F, L-181, A

IAP

RWY 14: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 32: MALSR. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z, Sat-Sun 1300-2300Z. Birds invof arpt. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (770) 254-1617

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

GCO 121.725 (FLIGHT SERVICES)

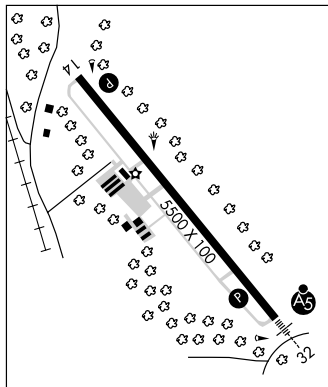
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37' 053° 27 NM to fld. 790/01E. HIWAS.

COWETA CO NDB (MHW) 234 EQQ N33°15.42'

W84°42.80' 322° 4.3 NM to fld.

ILS 110.75 I-CCO Rwy 32. LOC only.



ATLANTA

PAULDING-NORTHWEST ATLANTA

(PUJ) 6 W UTC-5(-4DT) N33°54.72' W84°56.44'

ATLANTA

1289 FUEL 100LL, JET A NOTAM FILE MCN

H-9A, 12F, L-181, A

IAP

RWY 13-31: H5505X100 (CONC-GRVD) S-50, D-90 HIRL

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 49'.

AIRPORT REMARKS: Attended 1300-2200Z. HIRL Rwy 13-31 preset on low inst and PAPI Rwy 13 and Rwy 31 opr dusk-0300Z to increase ints HIRL Rwy 13-31 ACTIVATE—CTAF. After 0300Z ACTIVATE HIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.225 (770) 445-3870.

COMMUNICATIONS: CTAF/UNICOM 123.075

ATLANTA APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 148°17.5 NM to fld. 1150/01E. HIWAS.

ILS/DME 109.15 I-PUJ Chan 28Y Rwy 31. GS unusable byd 5° left of course.

(AWSON.AWSON1) 10266

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

CARTERSVILLE
PAULDING NORTHWEST ATLANTA
DOBBINS ARB
FULTON COUNTY AIRPORT-BROWN FIELD
WEST GEORGIA RGNL-O.V. GRAY FIELD
PEACHTREE CITY-FALCON FIELD
NEWNAN-COWETA COUNTY
COBB COUNTY-McCOLLUM FIELD
GWINNETT COUNTY-BRISCOE FIELD
DEKALB-PEACHTREE
ATLANTA
COVINGTON MUNI
CLAYTON COUNTY-TARA FIELD
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL

(AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

LOC I-CCO	APP CRS	Rwy Idg	5500
<u>110.75</u>	322°	TDZE	952
		Apt Elev	970

LOC RWY 32
ATLANTA/NEWNAN COWETA COUNTY (CCO)

NA Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSRS, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSRS when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.

MALSR



MISSED APPROACH:
Climb to 1800 then
climbing left turn to
2500 direct EQQ
NDB and hold.

AWOS-3
118.975

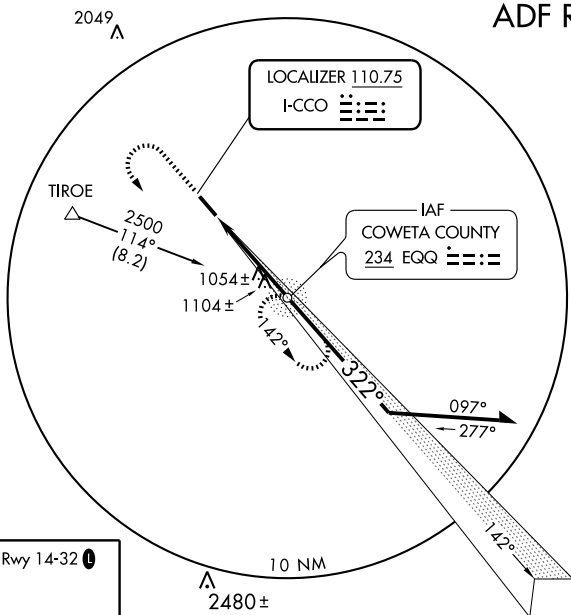
ATLANTA APP CON
119.8 343.6

GCO
121.725

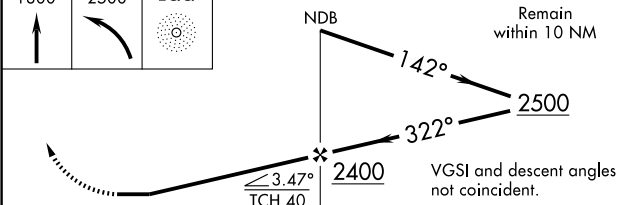
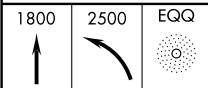
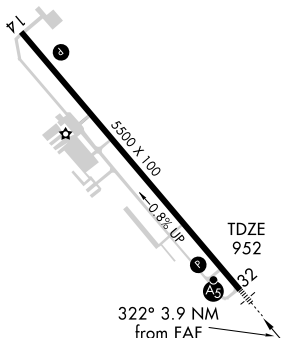
CLNC DEL
119.8

UNICOM
122.7 (CTAF) **L**

ADF REQUIRED



ELEV 970	MIRL Rwy 14-32 L
• 1020	



	3.9 NM			
CATEGORY	A	B	C	D
S-32	1320-1 368 (400-1)			
CIRCLING	1420-1 450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)	

ATLANTA, GEORGIA
Amdt 2 22OCT09

ATLANTA/NEWNAN COWETA COUNTY (CCO)
33°19'N-84°46'W LOC RWY 32

LOC RWY 32

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 70515 W14A	APP CRS 142°	Rwy Idg TDZE Apt Elev	5500 970 970
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RNAV (GPS) RWY 14

ATLANTA/NEWNAN COWETA COUNTY (CCO)

⚠ Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
KACEL and hold.

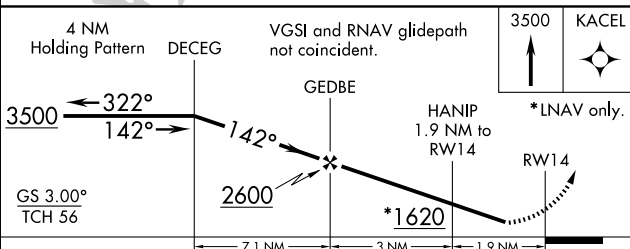
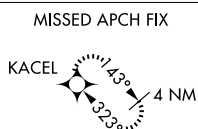
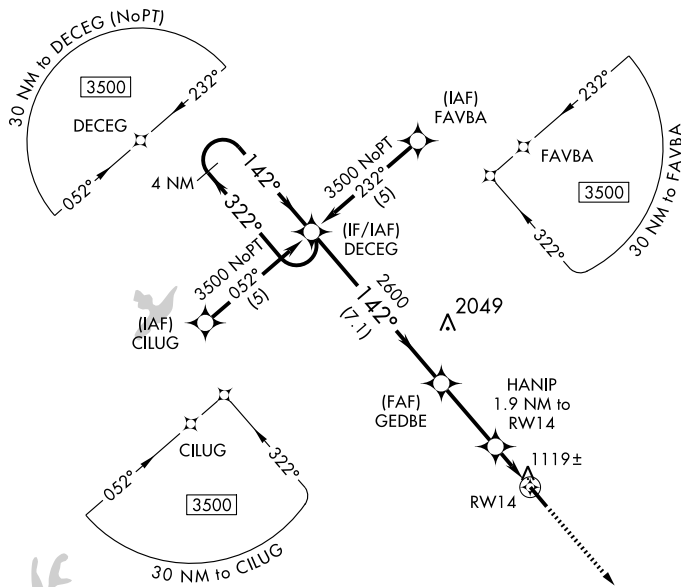
AWOS-3
118.975

ATLANTA APP CON
119.8 343.6

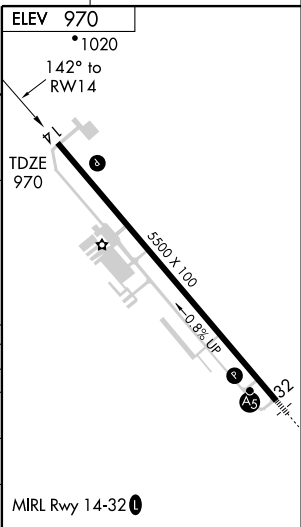
GCO
121.725

CLNC DEL
119.8

UNICOM
122.7 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA		1300-1	330 (400-1)	
LNAV/VNAV DA		1389-1½	419 (500-1½)	
LNAV MDA	1380-1	410 (500-1)	1380-1¼	410 (500-1¼)
CIRCLING	1420-1	450 (500-1)	1420-1½	1520-2
			450 (500-1½)	550 (600-2)



WAAS CH 77528 W32A	APP CRS 322°	Rwy Idg TDZE Apt Elev	5500 952 970
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RNAV (GPS) RWY 32

ATLANTA/NEWNAN COWETA COUNTY (CCO)

⚠ Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

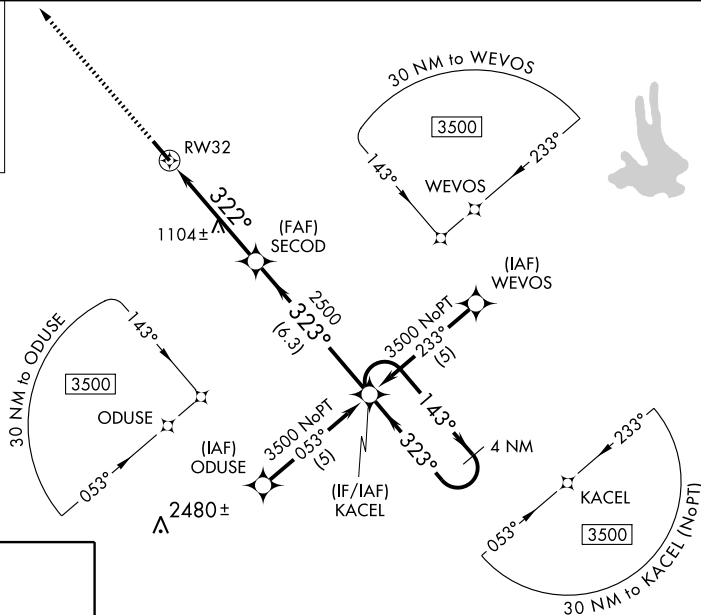
MALSR



MISSED APPROACH:
Climb to 3500 direct
DECEG and hold.

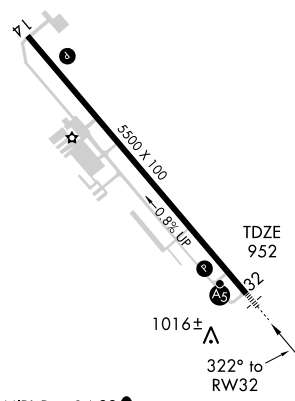
AWOS-3 118.975	ATLANTA APP CON 119.8 343.6	GCO 121.725	CLNC DEL 119.8	UNICOM 122.7 (CTAF) ①
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MISSED APCH FIX

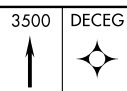
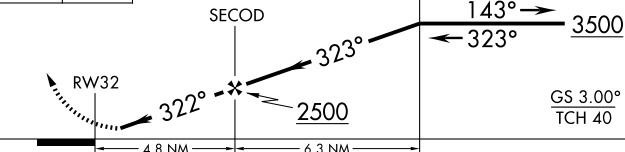


ELEV 970

•1020



MIRL Rwy 14-32 ①

VGSI and RNAV glidepath
not coincident.KACEL 4 NM
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	1242-1 290 (300-1)			
LNAV/VNAV DA	1286-1 334 (400-1)			
LNAV MDA	1360-1 408 (400-1)			
CIRCLING	1420-1	450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

ATLANTA, GEORGIA

Amdt 2 22OCT09

ATLANTA/NEWNAN COWETA COUNTY (CCO)

33°19'N-84°46'W

RNAV (GPS) RWY 32

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LGC
115.6
Chan **103**

APP CRS
053°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
970

VOR/DME-A

ATLANTA/NEWNAN COWETA COUNTY (CCO)

V
A When local altimeter setting not received, use Peachtree City-Falcon
Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1800 then
climbing right turn to 3000 via LGC VORTAC
R-053 to HOGAN 16 DME and hold.

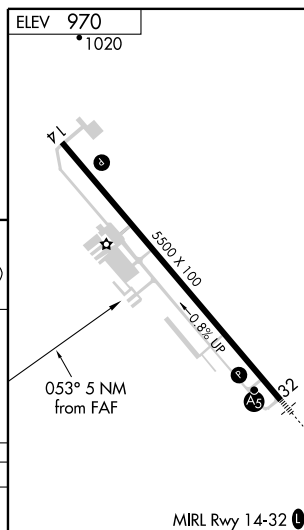
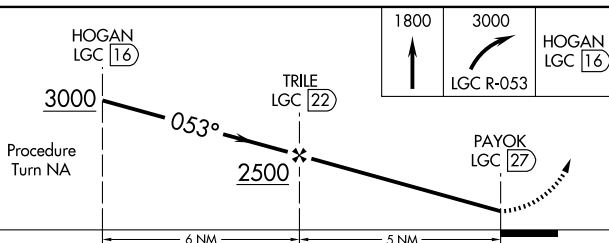
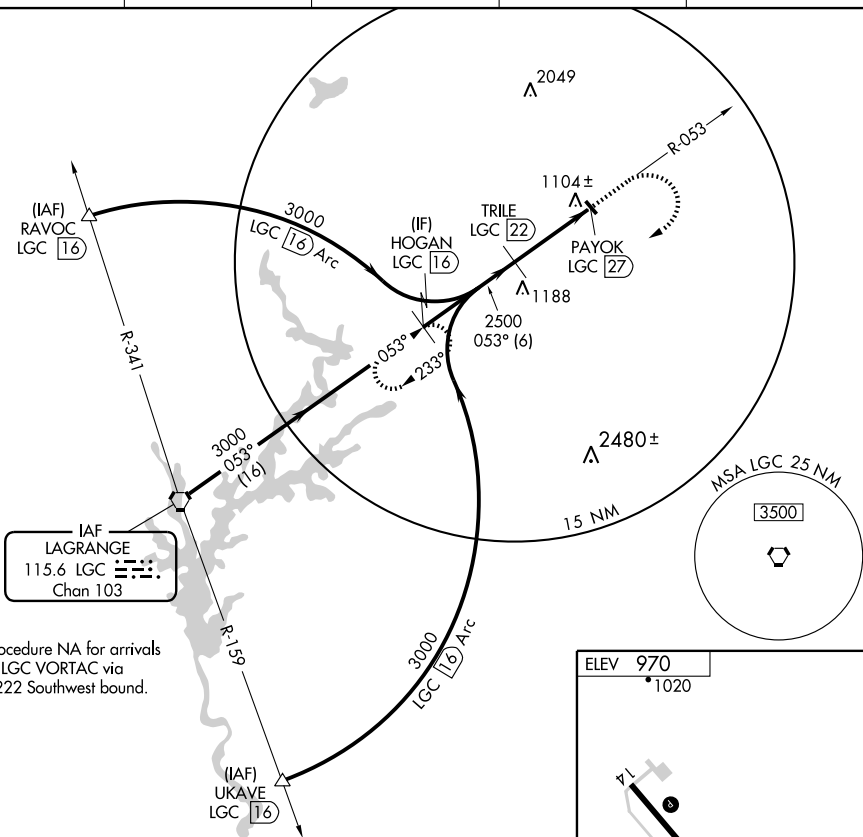
AWOS-3
118.975

ATLANTA APP CON
119.8 343.6

GCO
121.725

CLNC DEL
119.8

UNICOM
122.7 (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	1420-1 450 (500-1)	1420-1¼ 450 (500-1¼)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

PEACHTREE CITY—FALCON FLD (FFC) 25 SW UTC-5(-4DT) N33°21.44' W84°34.31'

ATLANTA

808 B S4 FUEL 100LL, JET A+ OX 2 NOTAM FILE FFC

H-9A, 12F, L-18J, A

RWY 13-31: H5219X100 (ASPH) S-48, D-60 MIRL

IAP

RWY 13: REIL. PAPI (P4L)—GA 3.0°. Trees. Rgt tfc.

RWY 31: ODALS. PAPI (P4L)—GA 3.0°. Thld dspcd 200'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z†. Deer on and invof arpt.

ARFF avbl on arpt. MIRL Rwy 13-31 preset on low ints

dusk-0300Z†; to increase ints and ACTIVATE after 0300Z†—CTAF. ACTIVATE ODALS Rwy 31; PAPI Rwy 13 and Rwy 31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (770) 487-1610.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 203° 17.7 NM to fld. 1000/00E.

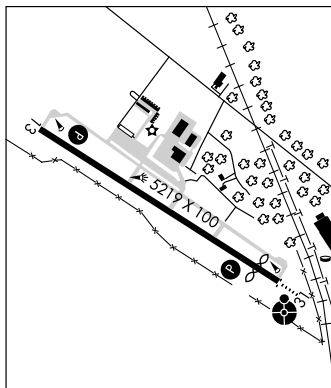
PECAT NDB (MHW/LOM) 316 FF N33°18.04' W84°29.19' 310°

5.5 NM to fld. NOTAM FILE MCN. NDB unmonitored

0200-1000Z†.

ILS/DME 111.95 I-FFC Chan 56(Y) Rwy 31. LOC only.

LOM PECAT NDB. LOC/DME unmonitored.

**AUGUSTA****AUGUSTA RGNL AT BUSH FLD** (AGS) 6 S UTC-5(-4DT) N33°22.20' W81°57.87'

CHARLOTTE

144 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B

H-9B, 12G, L-24I

NOTAM FILE AGS

IAP, AD

RWY 17-35: H8000X150 (ASPH-GRVD) S-130, D-166, 2S-175, 2D-358 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Tree.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Trees.

RWY 08-26: H6001X75 (ASPH) S-52, D-71, 2S-90, 2D-126 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 26: REIL. PAPI(P4L)—TCH 64'. Trees.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Seasonal heavy bird activity invof arpt November-March. PAPI Rwy 08, Rwy 17, Rwy 26 and Rwy 35 operate continuously. REIL Rwy 08 and Rwy 26, MIRL Rwy 08-26, and HIRL Rwy 17-35 operate continuously when twr clsd. ACTIVATE MALSR Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (706) 790-0631. LLWAS.

COMMUNICATIONS: CTAF 118.7 ATIS 132.75 UNICOM 122.95

Ⓡ AUGUSTA APP/DEP CON 126.8 (170°-349°) 119.15 (350°-169°) (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

AUGUSTA TOWER 118.7 (1145-0400Z†) GND CON 121.9

AIRSPACE: CLASS D svc 1145-0400Z† other times CLASS E.

TRSA svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 158° 22.5 NM to fld. 428/04W.

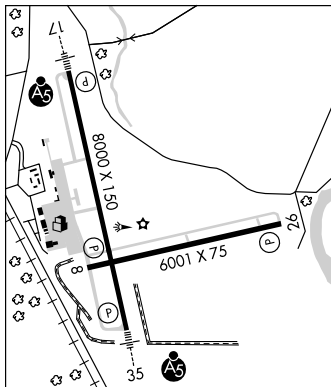
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 168° 5.8 NM to fld. NOTAM FILE MCN. Unmonitored when twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 354° 5.1 NM to fld.

ILS 111.75 I-MZX Rwy 17. Class IB. ILS unmonitored when twr clsd.

ILS 110.5 I-AGS Rwy 35. Class IA. LOM BUSHE NDB. ILS unmonitored when twr clsd.

ASR (1145-0400Z†)



(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

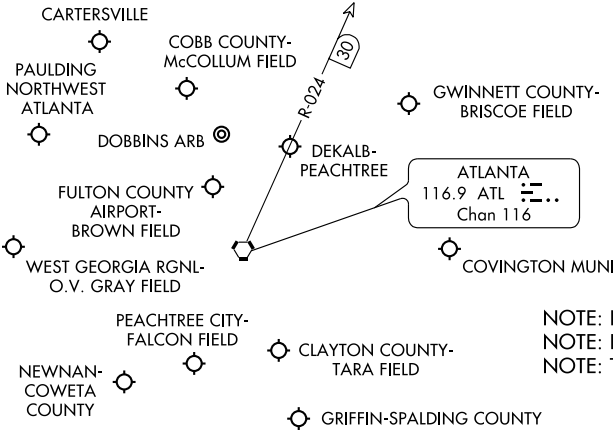
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

ELECTRIC CITY
108.6 ELW
Chan 23

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

LOC/DME I-FFC
111.95
Chan **56** (Y)

APP CRS
310°

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
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91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

5019
808
808

ILS OR LOC RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

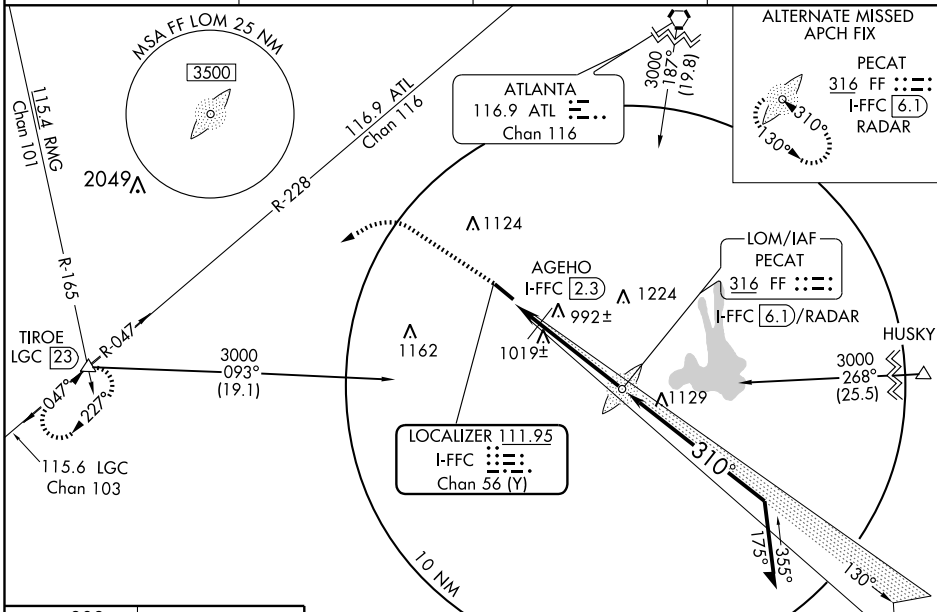
NA When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility $\frac{1}{4}$ mile and Circling Cat. D visibility $\frac{1}{4}$ mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility $\frac{1}{4}$ mile and Circling Cat. D $\frac{1}{4}$ mile.

ODALS

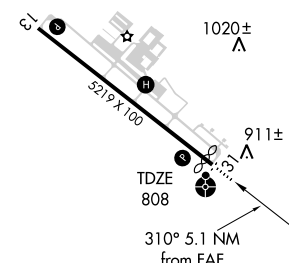
MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

ASOS
118.525

ATLANTA APP CON
119.8 343.6

CLNC DEL
119.8UNICOM
123.05 (CTAF) **L**

ELEV 808



REIL Rwy 13 **L**
MIRL Rwy 13-31 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

[illegible]

ATLANTA, GEORGIA
Orig 09071

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)
33° 21'N-84° 34'W ILS OR LOC RWY 31

ILS OR LOC RWY 31

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

NDB FF 316	APP CRS 310°	Rwy Idg TDZE Apt Elev	5019 808 808
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NDB RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

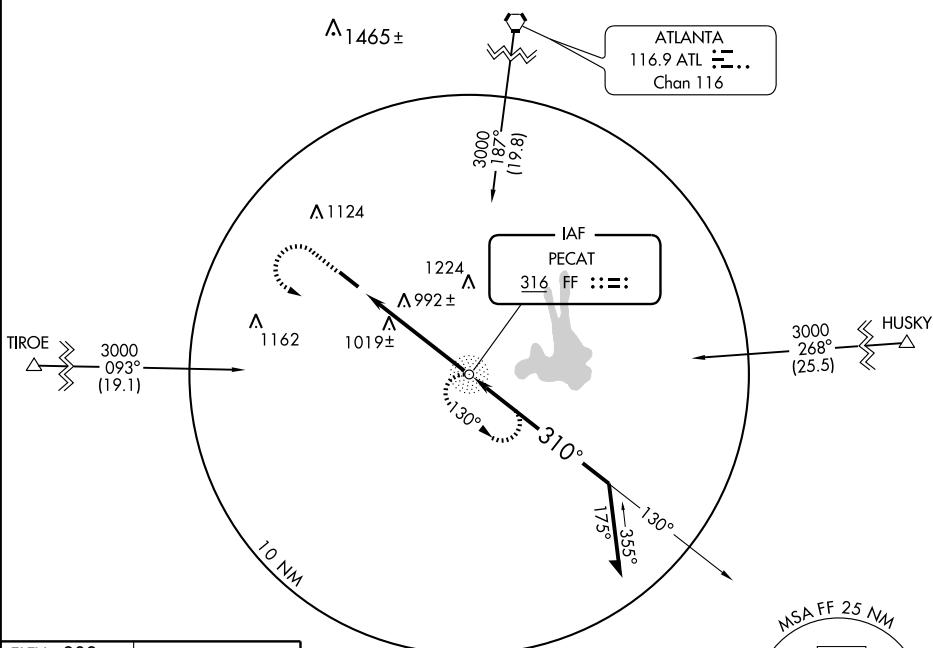


Inoperative table does not apply to CAT C.

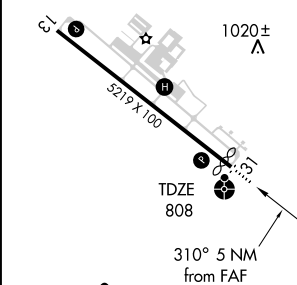
ODALS



MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

ASOS
118.525ATLANTA APP CON
119.8 343.6CLNC DEL
119.8UNICOM
123.05 (CTAF)

ELEV 808

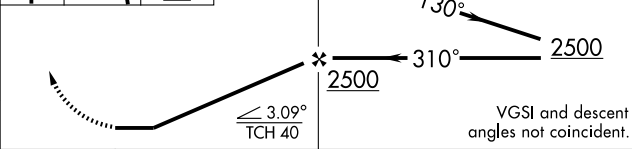
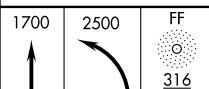
REIL Rwy 13
MRL Rwy 13-31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ATLANTA, GEORGIA

Amdt 1B 09071

Remain
within 10 NMVGSI and descent
angles not coincident.

CATEGORY	A	B	C	D
S-31	1320-3/4 512 (600-3/4)		1320-1 1/2 512 (600-1 1/2)	1320-1 3/4 512 (600-1 3/4)
CIRCLING	1320-1 512 (600-1)		1320-1 1/2 512 (600-1 1/2)	1500-2 1/4 692 (700-2 1/4)

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

33°21'N-84°34'W

NDB RWY 31

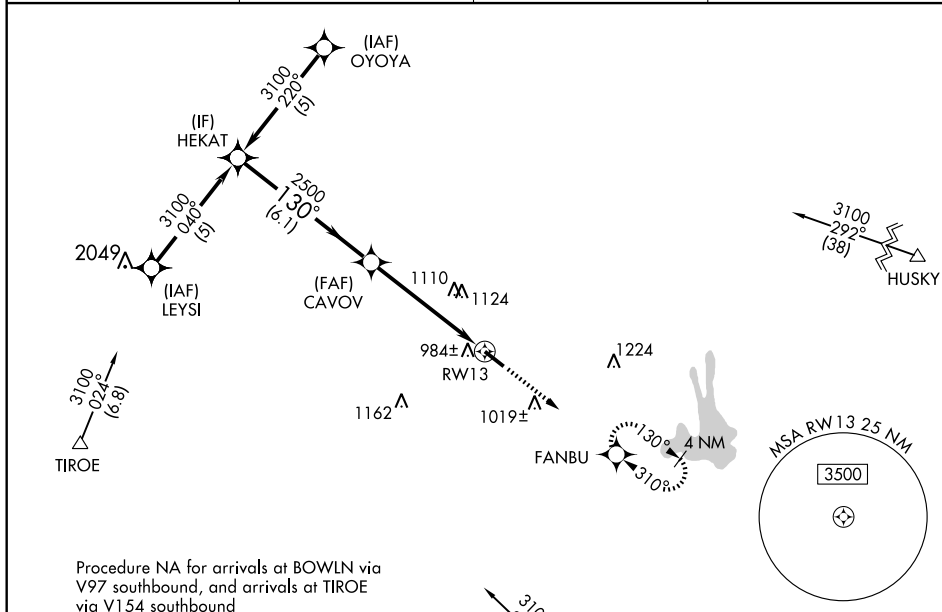
WAAS CH 61006 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	5219 797 808
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RNAV (GPS) RWY 13

ATLANTA/ PEACHTREE CITY-FALCON FIELD (F'FC)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.</p>
---	--

ASOS 118.525	ATLANTA APP CON 119.8 343.6	CLNC DEL 119.8	UNICOM 123.05 (CTAF) 0
------------------------	---------------------------------------	--------------------------	----------------------------------



<p>Procedure</p> <p>Turn NA HEKAT</p> <p>3100</p> <p>130°</p> <p>2500</p> <p>6.1 NM</p> <p>3.5 NM</p> <p>1.7 NM</p> <p>CAVOV</p> <p>*1.7 NM to RWY13</p> <p>RWY13</p> <p>3100 (29.4)</p> <p>BOWLN</p> <p>3100 FANBU</p> <p>*LNAV Only</p> <p>130° to RWY13</p> <p>TDZE 797</p> <p>5219 x 100</p> <p>1020±</p>					ELEV 808
CATEGORY	A	B	C	D	
LPV DA	1047-1 250 (300-1)				
LNAV/VNAV DA	1254-1¾ 457 (500-1¾)				
LNAV MDA	1360-1 563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)		
CIRCLING	1360-1 552 (600-1)	1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)		
					REIL Rwy 13 0 MIRL Rwy 13-31 0

WAAS CH 72706 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	5019 808 808
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RNAV (GPS) RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

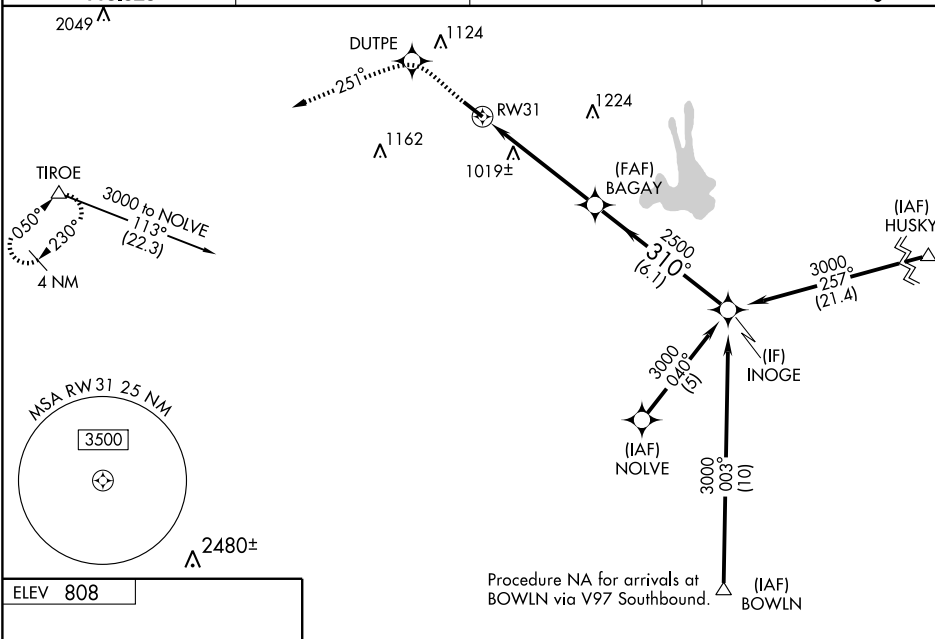
▼ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase LPV DA to 1176, LNAV/VNAV DA to 1228 and all MDA 60 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile and Circling Cat. D visibility ¼ mile.

ODALS

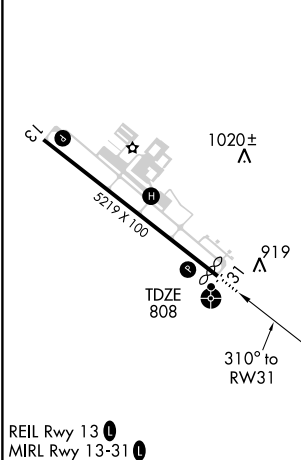


MISSED APPROACH:
Climb to 4000 direct
DUTPE and via 251°
track to TIROE and
hold.

ASOS 118.525	ATLANTA APP CON 119.8 343.6	CLNC DEL 119.8	UNICOM 123.05 (CTAF) 0
------------------------	---------------------------------------	--------------------------	----------------------------------



ELEV 808



REIL Rwy 13 **0**
MIRL Rwy 13-31 **0**

ATLANTA, GEORGIA

Amdt 1 09071

4000	DUTPE	251° TRK	TIROE	Procedure Turn NA
BAGAY	RWY 31	310°	3000	GS 3.00° TCH 45
5.1 NM	6.1 NM			
CATEGORY	A	B	C	D
LPV DA	1129-1¼ 321 (400-1¼)			
LNAV/VNAV DA	1181-1¼ 373 (400-1¼)			
LNAV MDA	1280-1	472 (500-1)	1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

33°21'N-84°34'W

RNAV (GPS) RWY 31

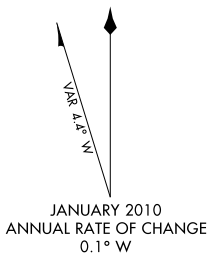
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

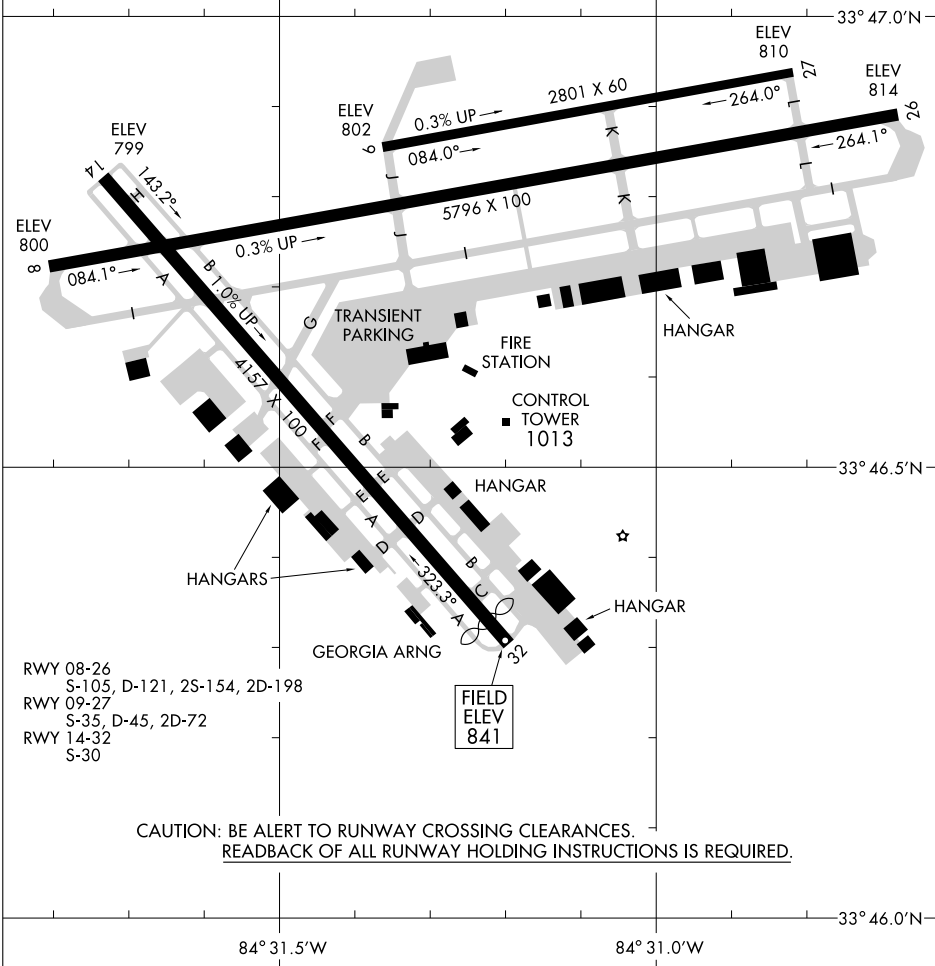
ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (F'TY)
AL-745 (FAA) ATLANTA, GEORGIA

ATIS
120.175
COUNTY TOWER
118.45 257.8
GND CON
121.7 348.6



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

ATLANTA, GEORGIA
ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (F'TY)

FULTON CO ARPT—BROWN FLD (FTY) 6 W UTC-5(-4DT) N33°46.75' W84°31.28'

ATLANTA

841 B S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LRA NOTAM FILE FTY

H-9A, 12F, L-18J, A

RWY 08-26: H5796X100 (ASPH-GRVD) S-105, D-121, 2S-154, 2D-198 HIRL 0.3% up E

IAP, AD

RWY 08: MALSR. Trees.

RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 52'. Trees. Rgt tfc.

RWY 14-32: H4157X100 (ASPH) S-30 MIRL 1.0% up SE

RWY 14: REIL. PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 32: Thld displcd 199'. Trees.

RWY 09-27: H2801X60 (ASPH) S-35, D-45, 2D-72 0.3% up E

RWY 09: Trees. **RWY 27:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 32 has three lgtd twr on centerline 32 ft AGL (873 ft MSL) 650 ft from thld. Deer and other wildlife on and invof arpt. Flocks of birds on and invof arpt during dalgt hrs. Noise sensitive area all quadrants; no run ups authorized on any ramp. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (404) 696-5660. LAWRS.

COMMUNICATIONS: ATIS 120.175 UNICOM 122.95

ATLANTA RCO 122.6 122.2 (MACON RADIO)

Ⓡ **ATLANTA APP/DEP CON** 121.0

COUNTY TOWER 118.45 **GND CON** 121.7

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDK.

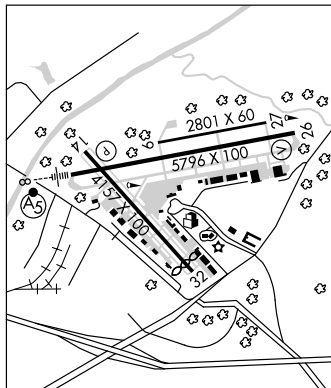
PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' 245° 12.5 NM to fld. 970/02W.

FLANC NDB (MHW/LOM) 344 FT N33°45.74' W84°38.33' 082° 6 NM to fld. NOTAM FILE FTY.

NDB unusable byd 12 NM.

ILS 109.1 I-FTY Rwy 08. LOM FLANC NDB. LOC unusable byd 25° left of course. LOM/NDB unusable byd 12 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl.



(AWSON.AWSON1) 10266

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

CARTERSVILLE
PAULDING NORTHWEST ATLANTA
DOBBINS ARB
FULTON COUNTY AIRPORT-BROWN FIELD
WEST GEORGIA RGNL-O.V. GRAY FIELD

COBB COUNTY-McCOLLUM FIELD

WINNETT COUNTY-BRISCOE FIELD

DEKALB-PEACHTREE

ATLANTA
116.9 ATL
Chan 116

COVINGTON MUNI

PEACHTREE CITY-FALCON FIELD

NEWMAN-COWETA COUNTY

CLAYTON COUNTY-TARA FIELD

GRIFFIN-SPALDING COUNTY

NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL

(AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

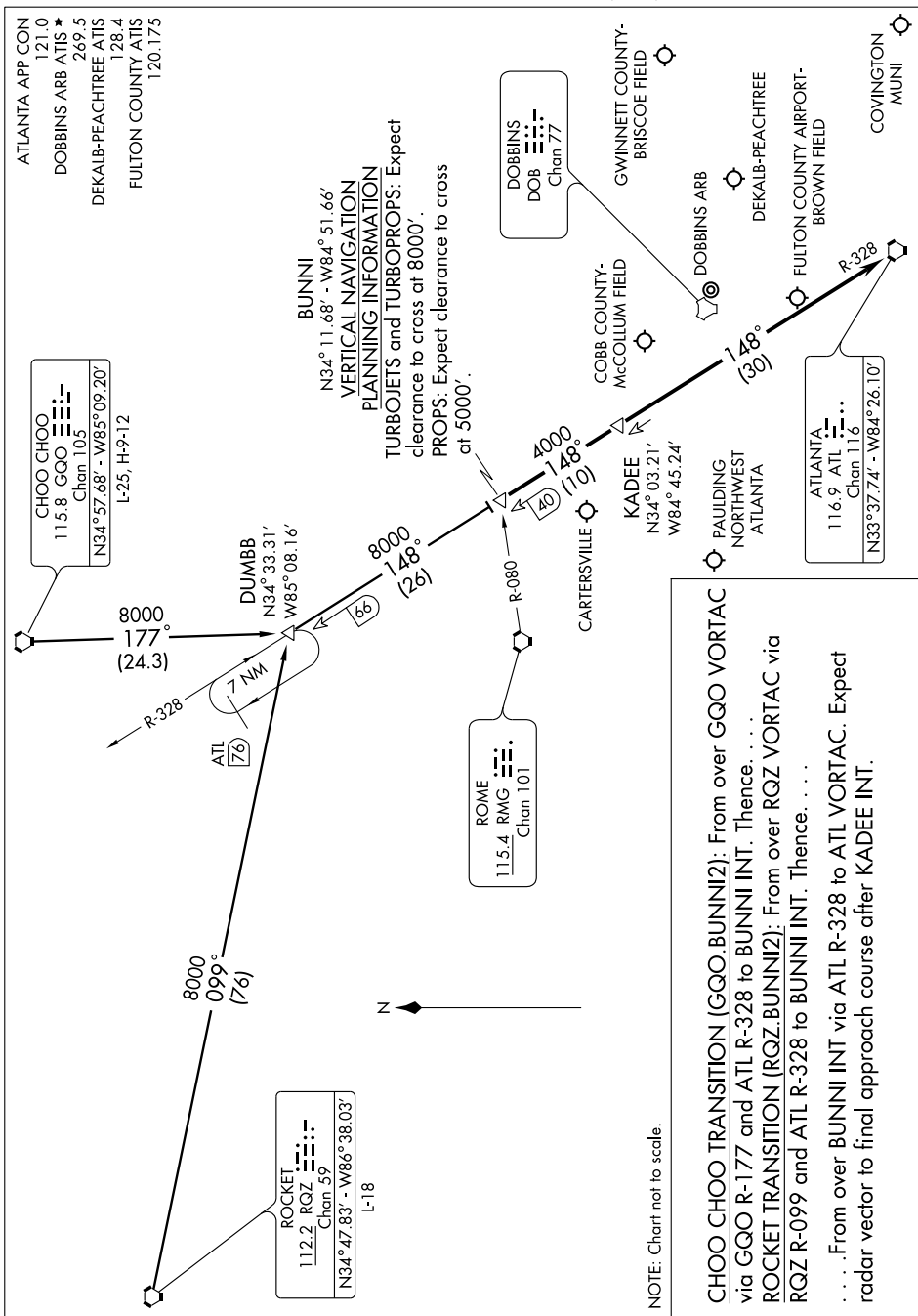
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

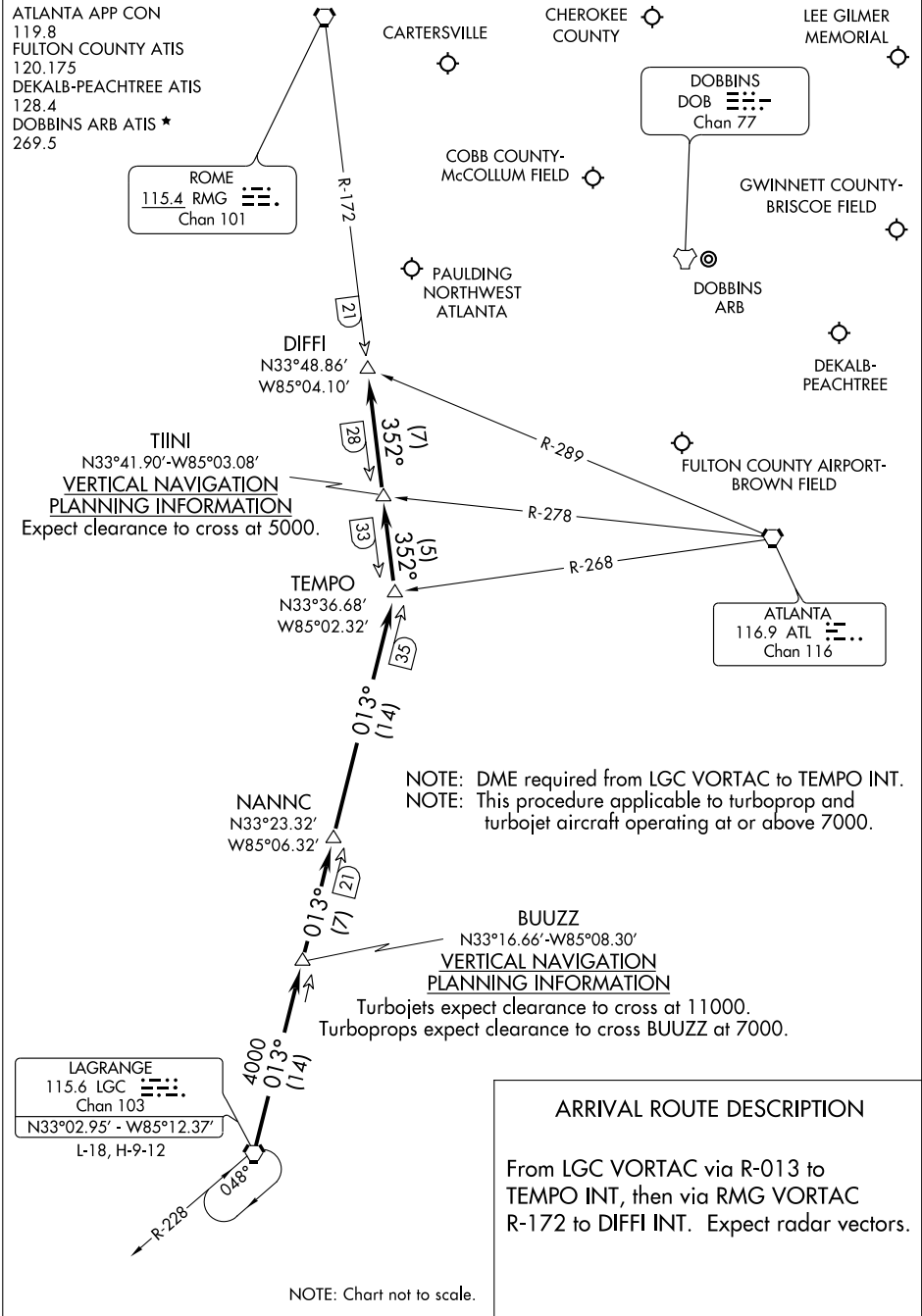
SE-4, 21 OCT 2010 to 18 NOV 2010



DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

LOC I-FTY 109.1	APP CRS 082°	Rwy Idg TDZE Apt Elev	5796 808 841
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ILS RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

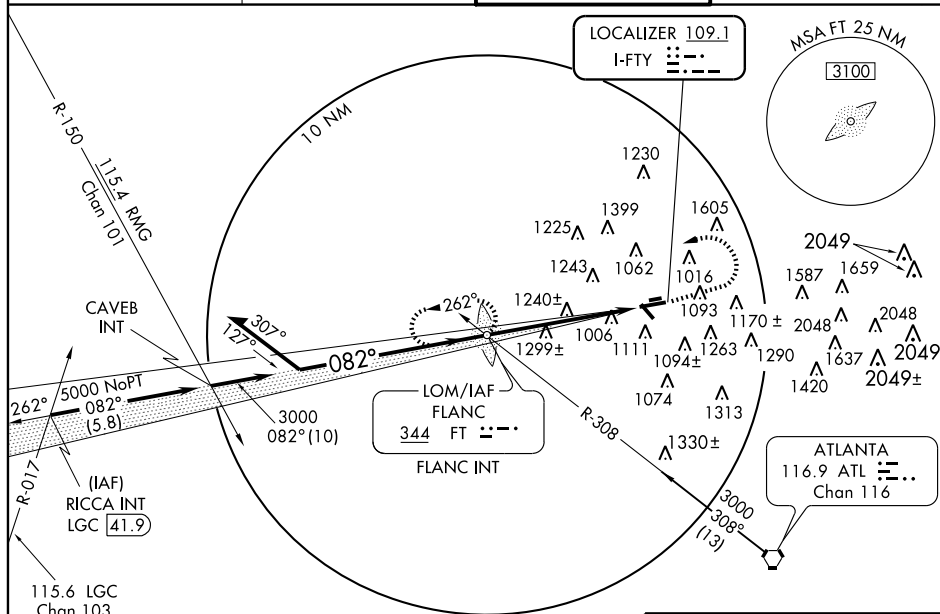
For inoperative MALS, increase S-LOC 8 Cat A visibility to 1 mile.
ADF REQUIRED
NOTE: Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

MALS

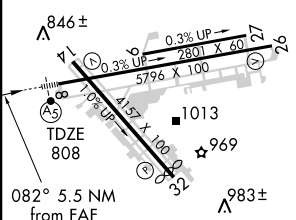
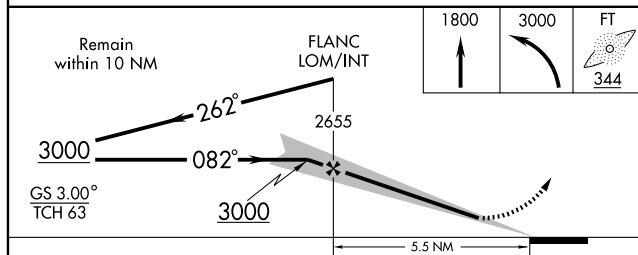


MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS 120.175	ATLANTA APP CON 121.0 268.7	COUNTY TOWER 118.45 257.8	GND CON 121.7 348.6
------------------------	---------------------------------------	-------------------------------------	-------------------------------



ELEV 841



CATEGORY	A	B	C	D
S-ILS 8	1078- $\frac{3}{4}$ 270 (300- $\frac{3}{4}$)			
S-LOC 8	1560- $\frac{3}{4}$ 752 (800- $\frac{3}{4}$)	1560-1 $\frac{3}{4}$ 752 (800-1 $\frac{3}{4}$)	1560-2 $\frac{1}{4}$ 752 (800-2 $\frac{1}{4}$)	1560-2 $\frac{1}{2}$ 752 (800-2 $\frac{1}{2}$)
CIRCLING	1560-1 719 (800-1)	1560-1 $\frac{1}{4}$ 719 (800-1 $\frac{1}{4}$)	1560-2 $\frac{1}{4}$ 719 (800-2 $\frac{1}{4}$)	1560-2 $\frac{1}{2}$ 739 (800-2 $\frac{1}{2}$)

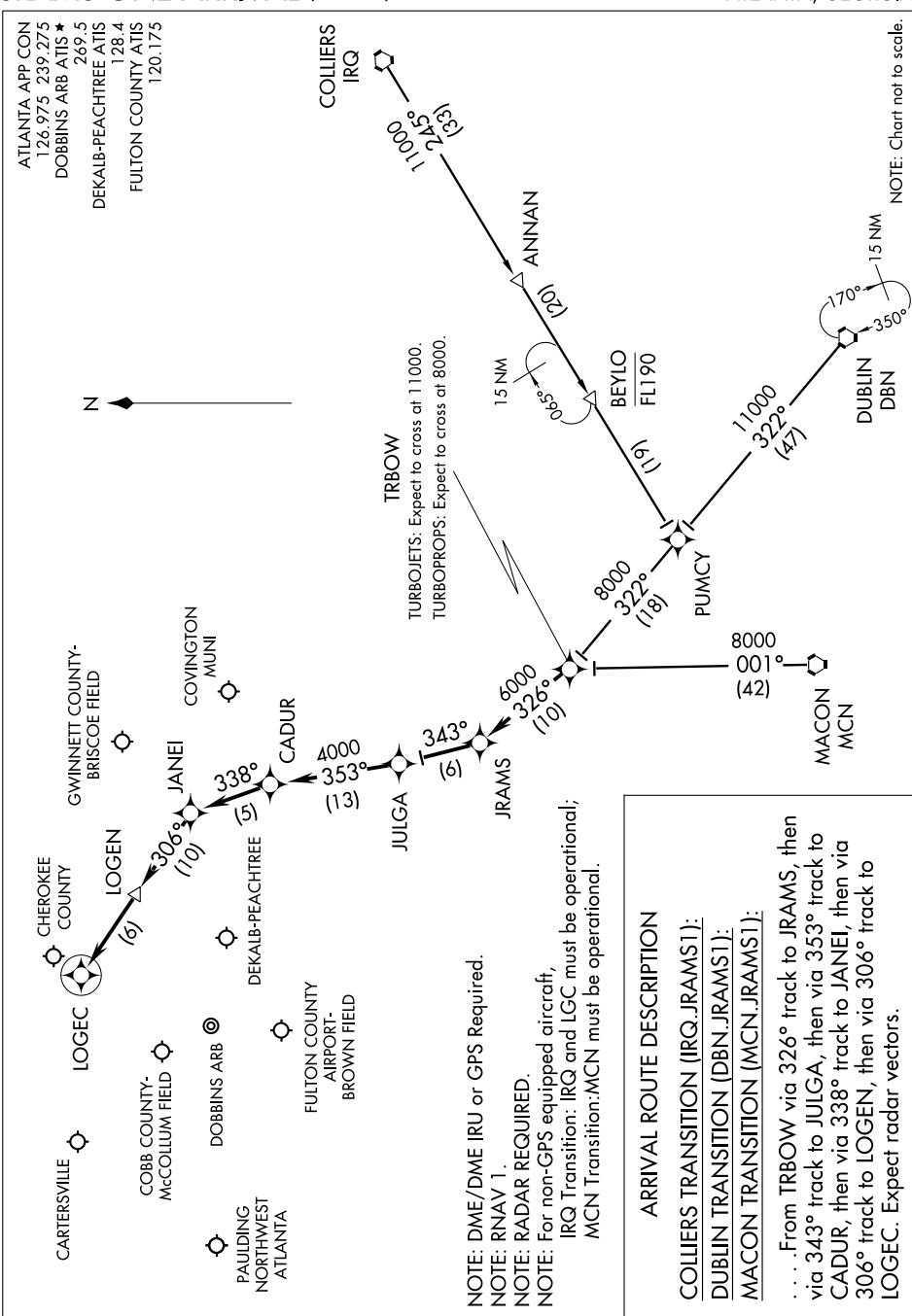
HIRL Rwy 8-26
 MIRL Rwy 14-32
 REIL Rwy 14 and 26

FAF to MAP 5.5 NM				
Knots	60	90	120	150
Min:Sec	5:30	3:40	2:45	2:12
	1:50			

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

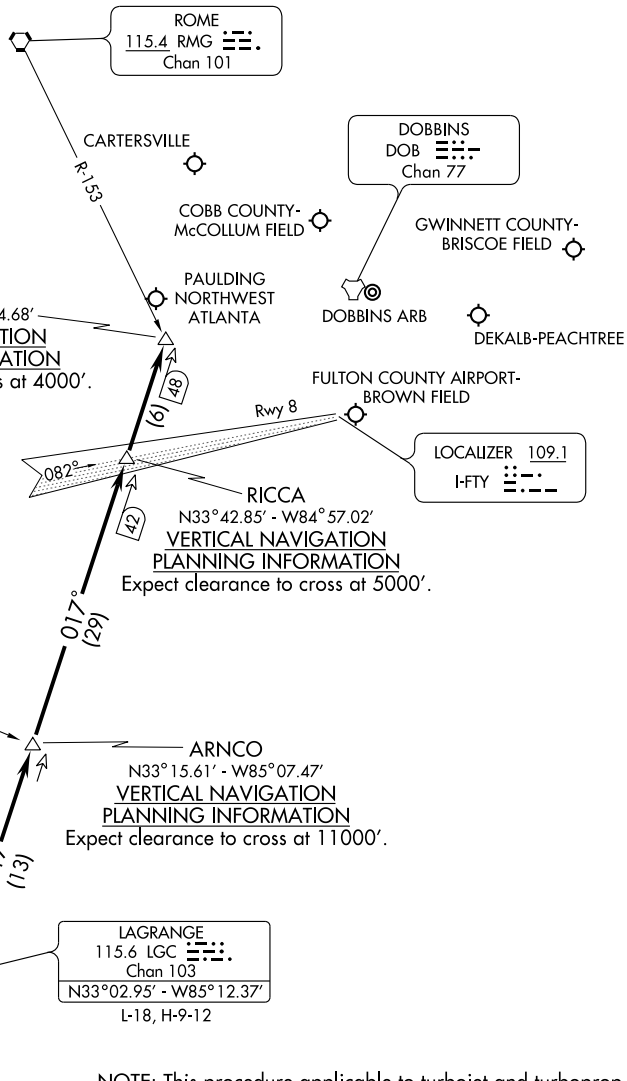
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

NDB RWY 8

LOM FT 344	APP CRS 082°	Rwy Idg TDZE Apt Elev	5796 808 841
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ATLANTA / FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

▼ Circling NA at night. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet, increase S-8 Cat. C and D and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply.



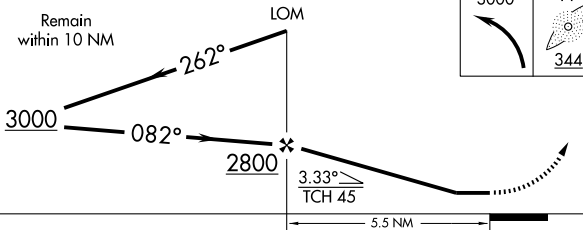
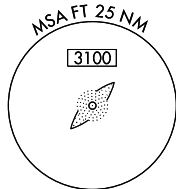
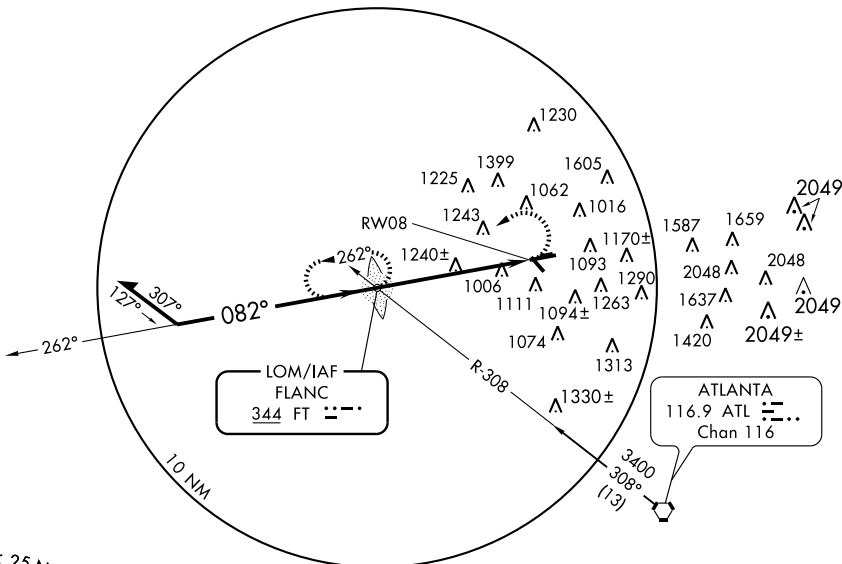
MISSED APPROACH:
 Climbing left turn to 3000
 direct FT LOM and hold.

ATIS
120.175

ATLANTA APP CON
121.0 268.7

COUNTY TOWER
118.45 257.8

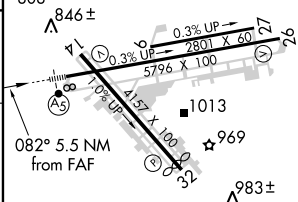
GND CON
121.7 348.6



ELEV 841

TDZE

808



HIRL Rwy 8-26
 MIRL Rwy 14-32
 REIL Rws 14 and 26

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

WAAS CH 65804 W08A	APP CRS 082°	Rwy Idg TDZE Apt Elev	5796 808 841
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)



For inoperative MALSRS, increase LPV all Cats visibility to $\frac{1}{2}$. If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSRS



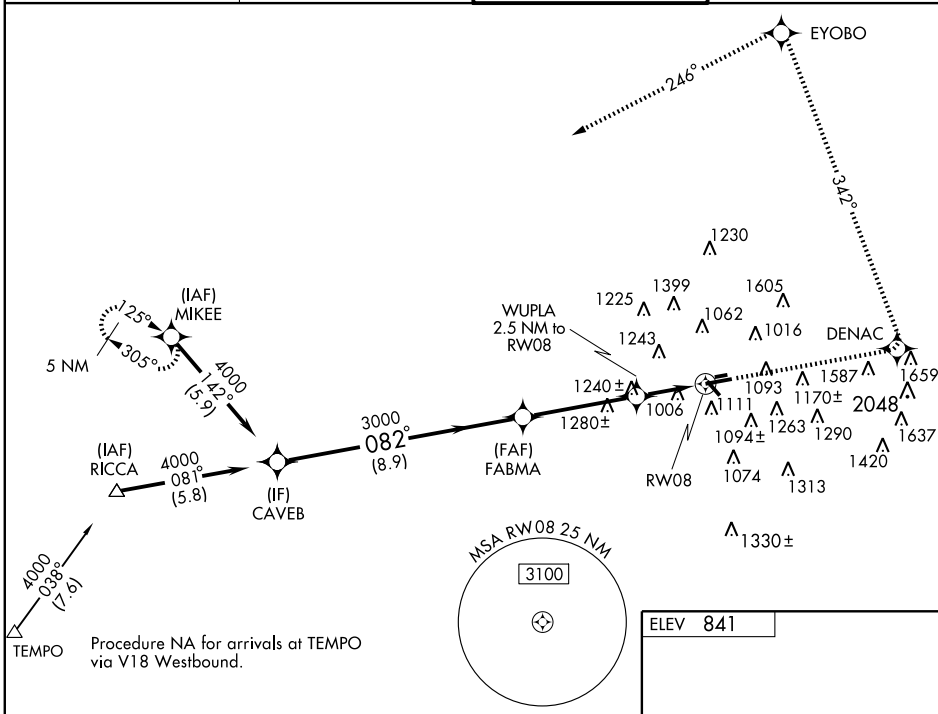
MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS
120.175

ATLANTA APP CON
121.0 268.7

COUNTY TOWER
118.45 257.8

GND CON
121.7 348.6



Procedure NA for arrivals at TEMPO via V18 Westbound.

MSA RW08 25 NM

3100

ELEV 841

Procedure

Turn

NA

CAVEB

4000

DENAC

EYOBO

MIKEE

342° TRK

246° TRK

4000

FABMA

WUPLA

2.5 NM to RW08

RW08

GS 3.00°

TCH 50

3000

1640

8.9 NM

4.1 NM

2.5 NM

CATEGORY

A

B

C

D

LPV DA

1235-1

427 (400-1)

LNAV MDA

1500-1

692 (700-1)

1500-1½

1500-1¾

CIRCLING

1500-1

659 (700-1)

1500-2

1580-2¼

659 (700-2)

739 (800-2¼)

HIRL Rwy 8-26

MIRL Rwy 14-32

REIL Rwy 14 and 26

APP CRS	Rwy Idg	5796
082°	TDZE	808
	Apt Elev	841

RNAV (RNP) Z RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)



A NA

GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA
below -9°C (16°F) or above 45°C (114°F).
For inoperative MALS, increase RNP 0.30 visibility to 2¼.
Procedure NA for wingspans greater than 136 feet.

MALSR



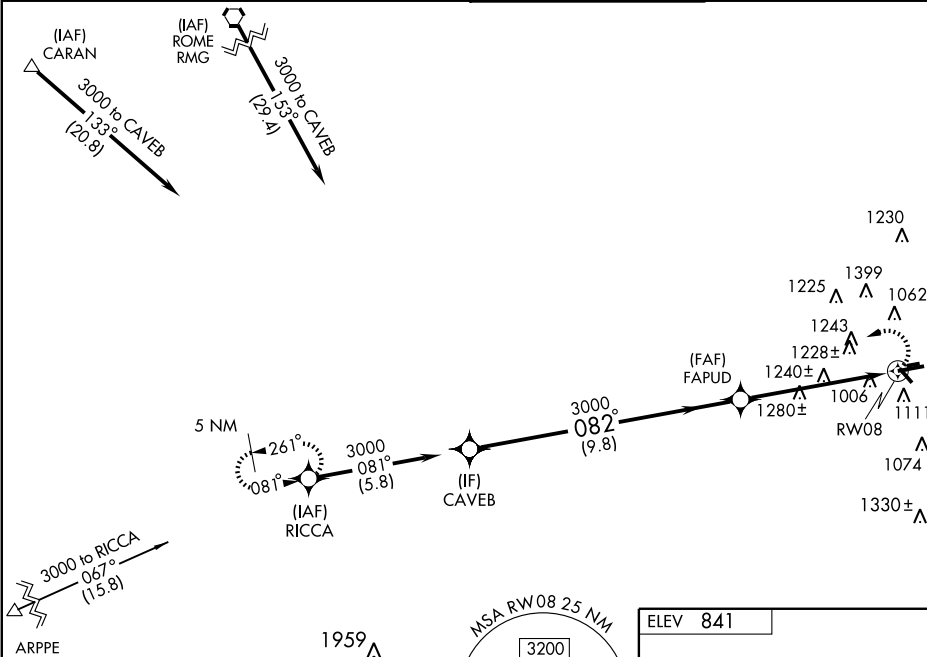
MISSED APPROACH:
Climbing left turn to 3000
direct RICCA and hold.

ATIS
120.175

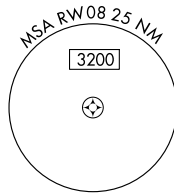
ATLANTA APP CON
121.0 268.7

COUNTY TOWER
118.45 257.8

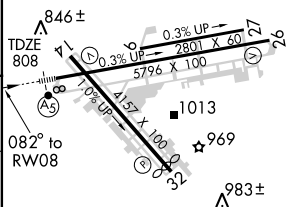
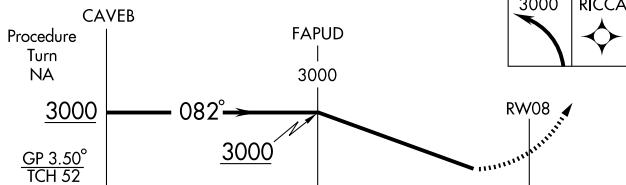
GND CON
121.7 348.6



Procedure NA for arrivals at ARPPE
via V18 Westbound.



ELEV 841



CATEGORY	A	B	C	D
RNP 0.30 DA	1534-1 $\frac{3}{4}$	726 (700-1 $\frac{3}{4}$)		NA

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwy 14 and 26

ATLANTA, GEORGIA
Orig 09239

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)
33° 47'N-84° 31'W **PNIAV (PNIP) 7 PMAV 9**

RNAV (RNP) Z RWY 8

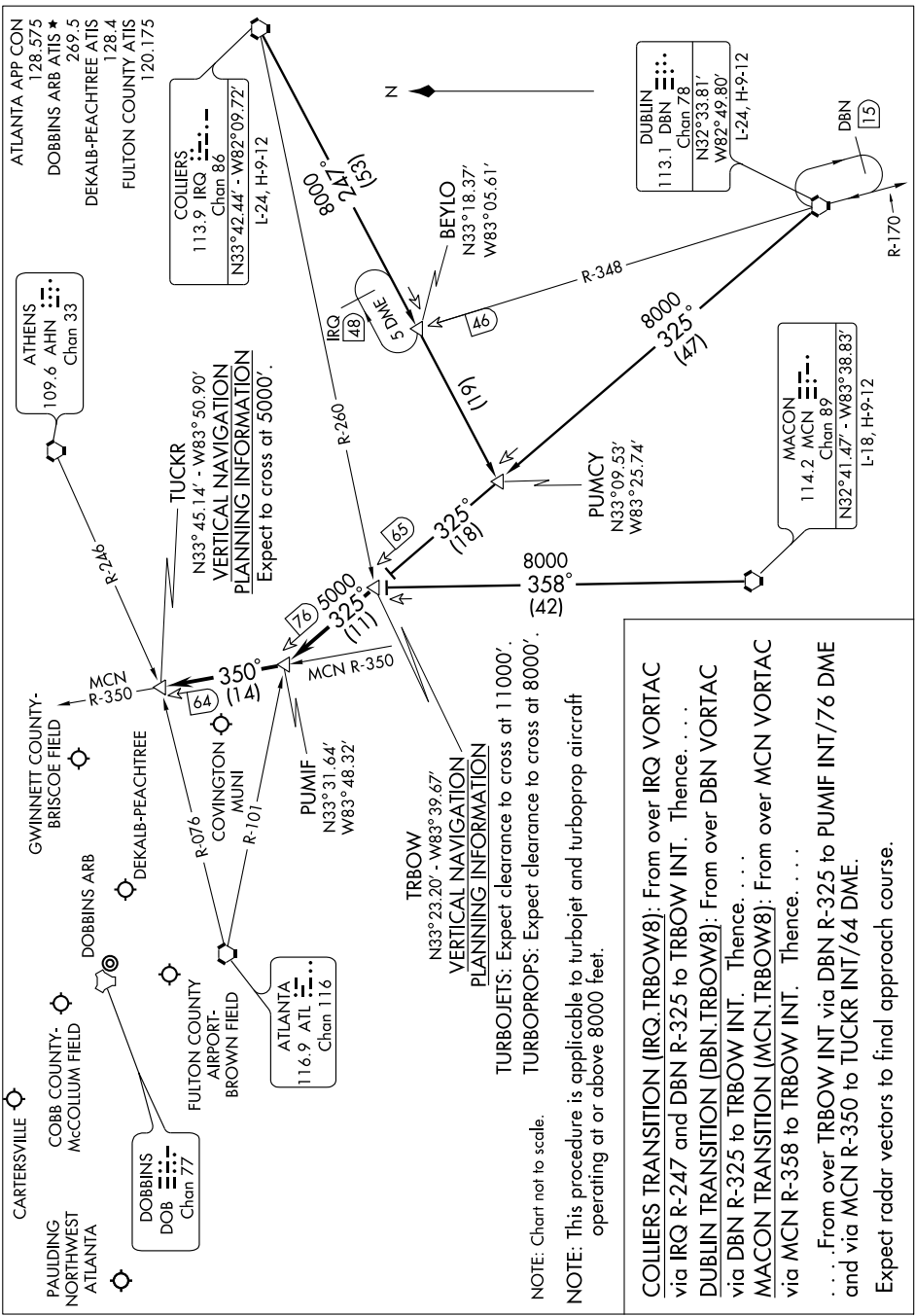
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

TRBOW.EIGHTARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



TRBOW EIGHT ARRIVAL

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PDK
116.6
Chan **113**

APP CRS
245°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
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30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
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85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
841

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

VOR-A



ADF or RADAR REQUIRED

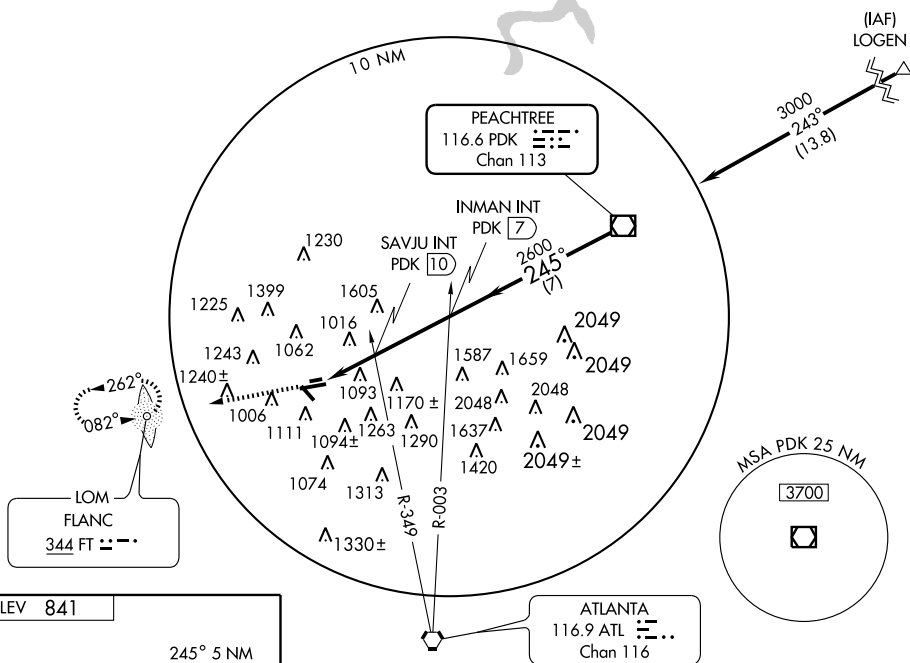
MISSED APPROACH: Climb to 3000
direct FLANC LOM and hold.

ATIS
120.175

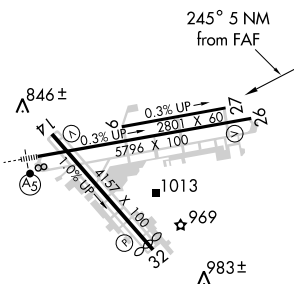
ATLANTA APP CON
121.0 268.7

COUNTY TOWER
118.45 257.8

GND CON
121.7 348.6



ELEV 841

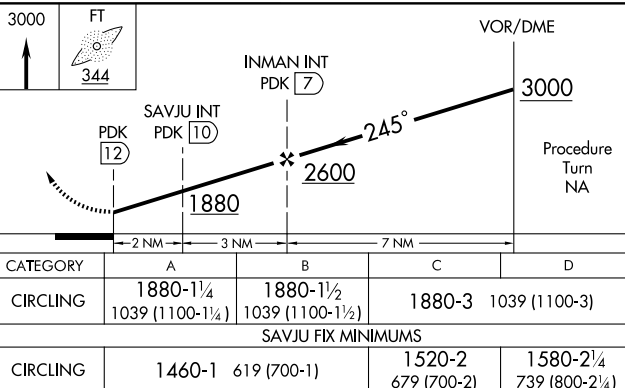


HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwy 14 and 26

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ATLANTA, GEORGIA
Orig 09239



ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)
33° 47'N-84° 31'W

VOR-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

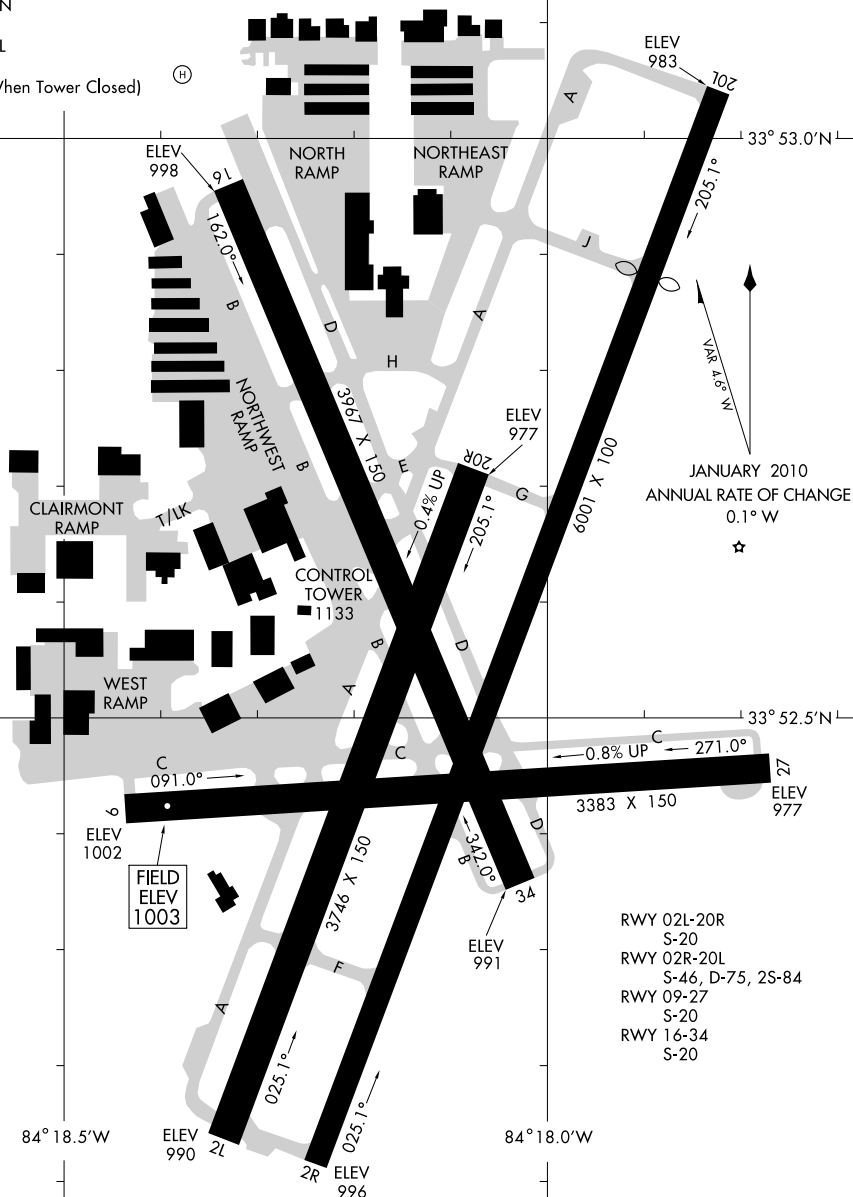
10210

AIRPORT DIAGRAM

AL-469 (FAA)

ATLANTA/DEKALB-PEACHTREE (PDK)
ATLANTA, GEORGIA

ATIS 128.4
PEACHTREE TOWER ★
120.9 281.5
GND CON
121.6
CLNC DEL
125.2
120.9 (When Tower Closed) (H)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 02L-20R
S-20
RWY 02R-20L
S-46, D-75, 2S-84
RWY 09-27
S-20
RWY 16-34
S-20

AIRPORT DIAGRAM

10210

ATLANTA, GEORGIA
ATLANTA/DEKALB-PEACHTREE (PDK)

SE-4, 21 OCT 2010 to 18 NOV 2010

DEKALB—PEACHTREE

(PDK) 8 NE UTC-5(-4DT) N33°52.54' W84°18.12'

ATLANTA

1003 B S4 FUEL 100, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

H-9A, 12F, L-18J, A

NOTAM FILE PDK

IAP, AD

RWY 02R-20L: H6001X100 (CONC-GRVD) S-46, D-75, 2S-84
HIRL

RWY 02R: REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.

RWY 20L: MALSf. PAPI(P2R). Thld dsplcd 1000'. Trees.

RWY 16-34: H3967X150 (ASPH) S-20 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.4° TCH 30'. Trees.

RWY 34: REIL. VASI(V4L)—GA 3.3° TCH 39'. Trees.

RWY 02L-20R: H3746X150 (ASPH) S-20 MIRL 0.4% up S

RWY 02L: PAPI(P2L). P-line.

RWY 20R: PAPI(P2L). Trees. Rgt tfc.

RWY 09-27: H3383X150 (ASPH) S-20 HIRL 0.8% up W

RWY 09: REIL. VASI(V4R)—GA 3.4° TCH 28'. Trees.

RWY 27: REIL. VASI(V4L)—GA 3.8° TCH 49'. Trees.

AIRPORT REMARKS: Attended continuously. Pilots should be alert when opr at PDK due to high number of rwy incursions. Be alert during acft gnd ops. Multiple rwy/twy crossing rqr. Heavy helicopter ops NW corner of arpt. Helipad located north of Rwy 16 thld. Flocks of birds on or near arpt during dalgt hrs. TPA—2003 (1000) single engine, 2503 (1500) all multi engine. PPR for acft with max gross weight more than 75,000 pounds. PPR for all transient military acft. All Twy K is non-movement area. Voluntary ngt curfew in effect from 0400-1100Z. No high power engine/maintenance runups from 0300-1200Z. Noise sensitive area all quadrants; pilots use close-in dep procedures. ARFF on fld, no index. When twr clsd HIRL Rwy 02R-20L preset med ints; to increase ints and ACTIVATE MALSf Rwy 20L and twy lgts—120.0. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (770) 457-1691. LAWRS.**COMMUNICATIONS:** CTAF 120.9 ATIS 128.4 UNICOM 122.95

PEACHTREE RCO 122.1R 116.6T (MACON RADIO)

ATLANTA APP/DEP CON 126.975 CLNC DEL 120.9

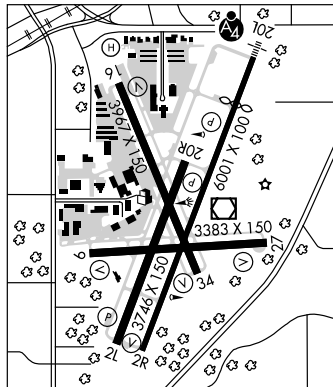
PEACHTREE TOWER 120.9 127.2 (Mon-Fri 1130-0400Z, Sat-Sun 1200-0400Z) GND CON 121.6

CLNC DEL 125.2

AIRSPACE: CLASS D svc Mon-Fri 1130-0400Z, Sat-Sun 1200-0400Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.

PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' at fld. 970/02W.

ILS 111.1 I-PDK Rwy 20L. GS unusable byd 4° left of course and 8° right of course. GS unusable for coupled apchs blo 1900'.

**HELIPAD H1:** H56X56 (CONC)**HELIPORT REMARKS:** H1 perimeter lgts opr dusk-dawn.

(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

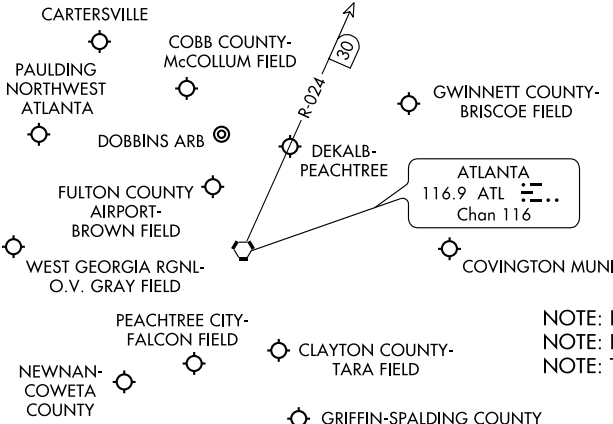
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

ELECTRIC CITY
108.6 ELW
Chan 23

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

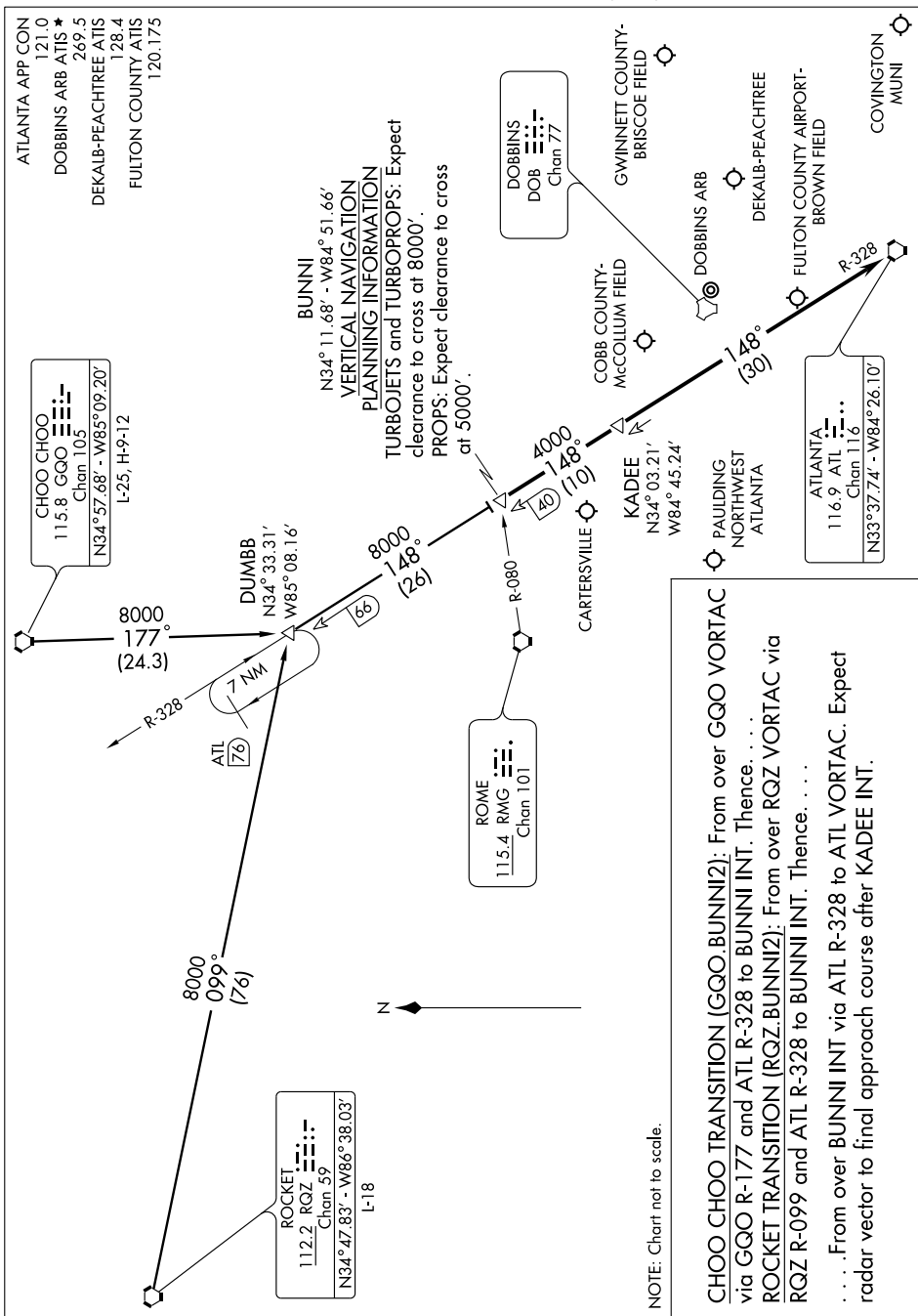
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

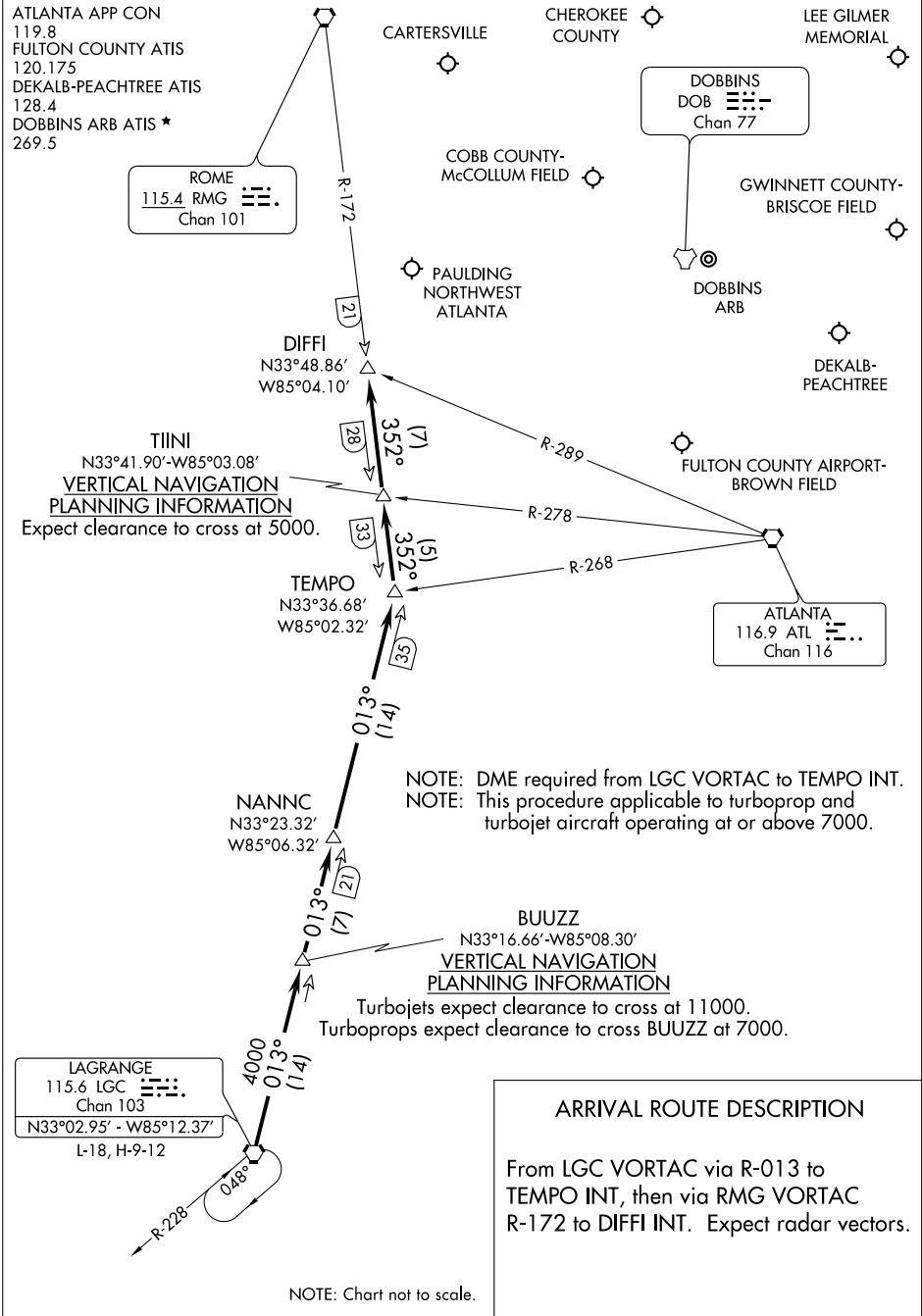
SE-4, 21 OCT 2010 to 18 NOV 2010



DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

LOC I-PDK <u>111.1</u>	APP CRS 203°	Rwy Idg 5001 TDZE 991 Apt Elev 1002
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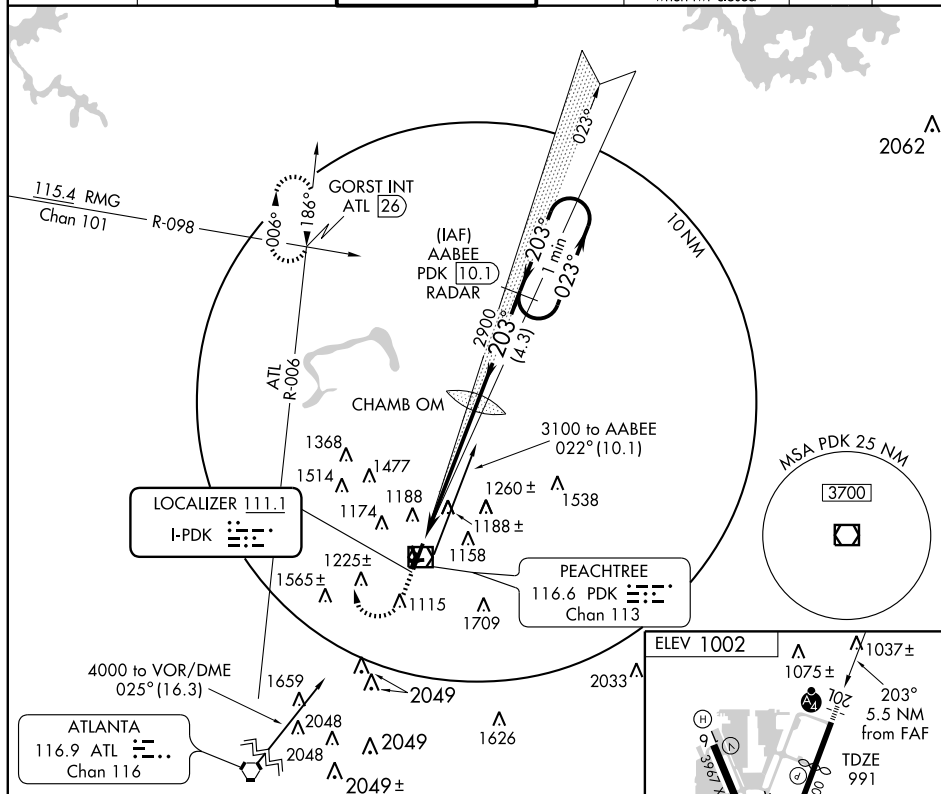
ILS or LOC RWY 20L
ATLANTA/DEKALB-PEACHTREE (PDK)

Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown
 Field altimeter setting and increase all MDAs 40 feet.
 Inoperative table does not apply to Localizer Cat C.
 DME or RADAR REQUIRED.

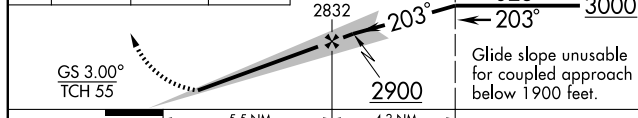


MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

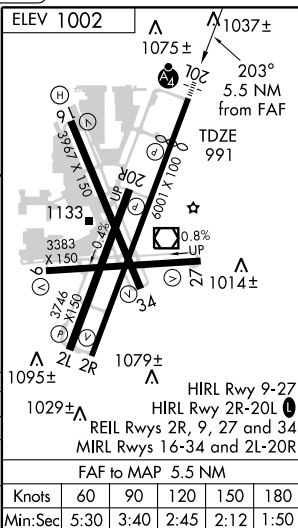
ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER ★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* * when twr closed	UNICOM 122.95	120.0
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1400 ↑	3000 ↗ HDG 330°	ATL R-006 116.9	GORST INT	CHAMB OM	AABEE PDK 10.1 RADAR	One Minute Holding Pattern 023° →
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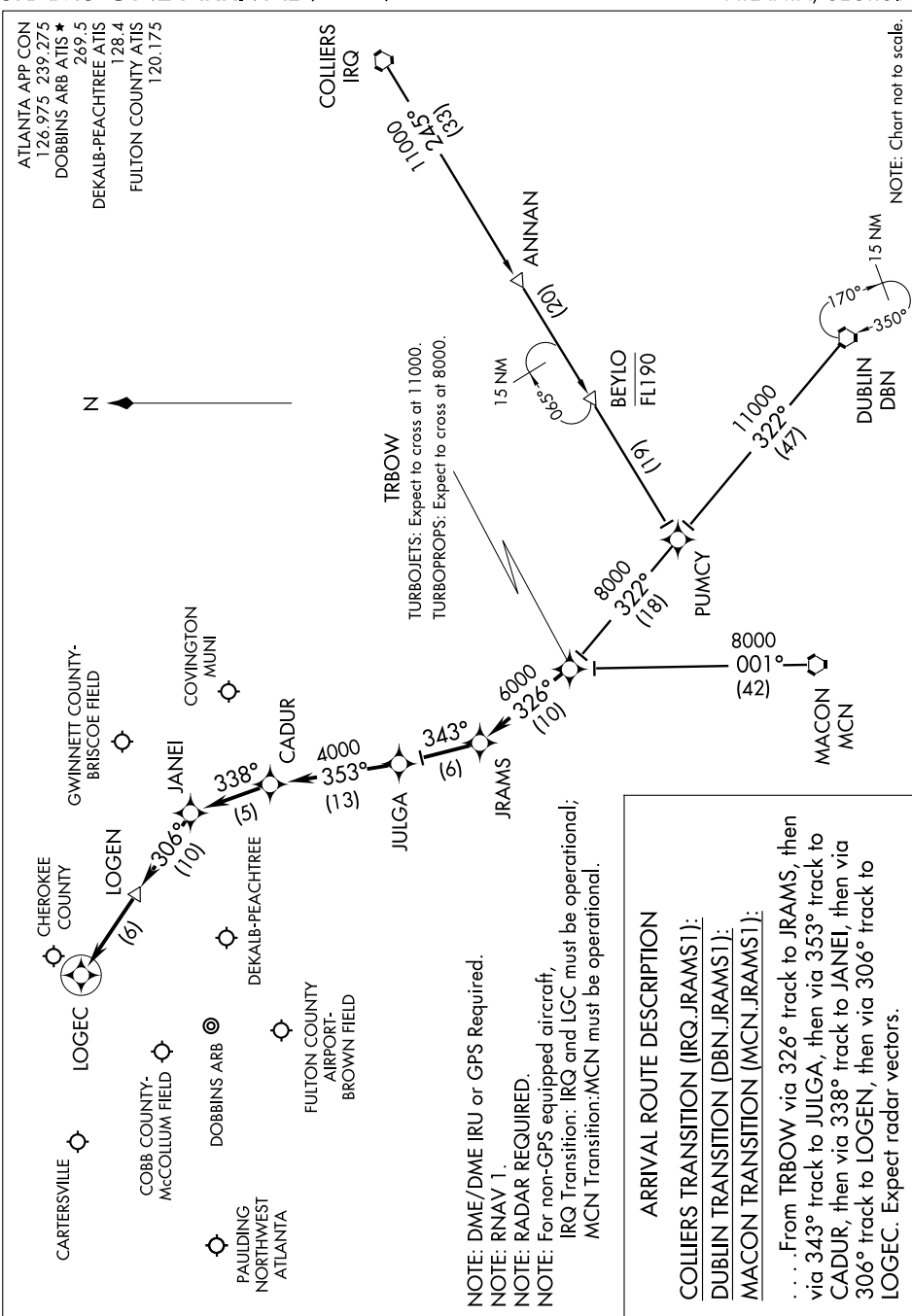
CATEGORY	A	B	C	D
S-ILS 20L		1241-3/4	250 (300-3/4)	
S-LOC 20L	1580-3/4	589 (600-3/4)	1580-1 1/2 589 (600-1 1/2)	1580-1 3/4 589 (600-1 3/4)
CIRCLING	1580-1	578 (600-1)	1580-1 1/2 578 (600-1 1/2)	1580-2 578 (600-2)



JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

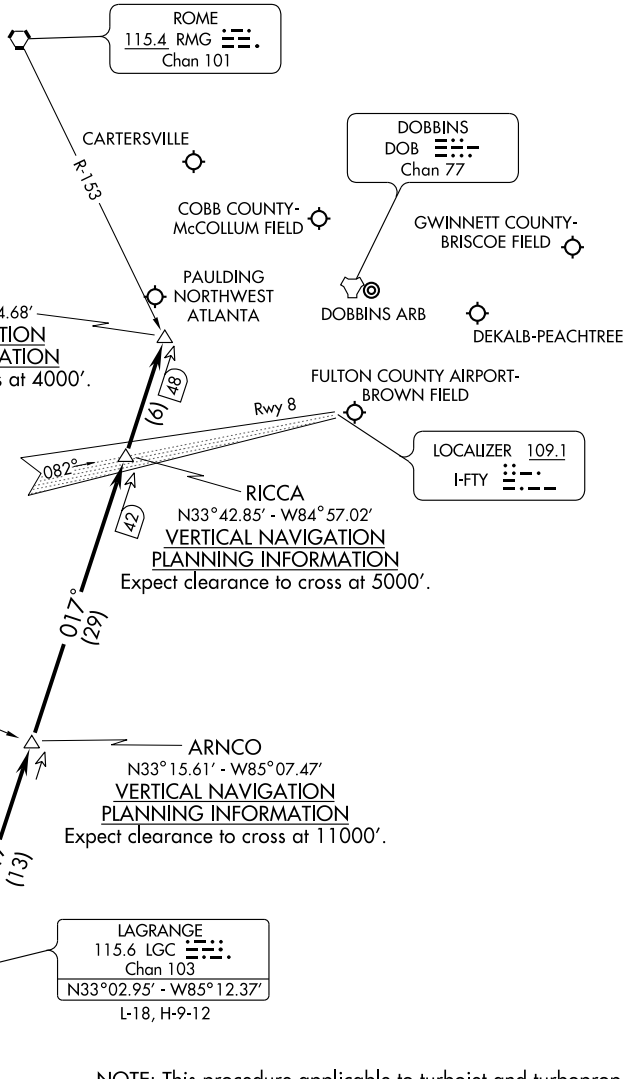
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

APP CRS	Rwy Idg	3383
268°	TDZE	1003
	Apt Elev	1003

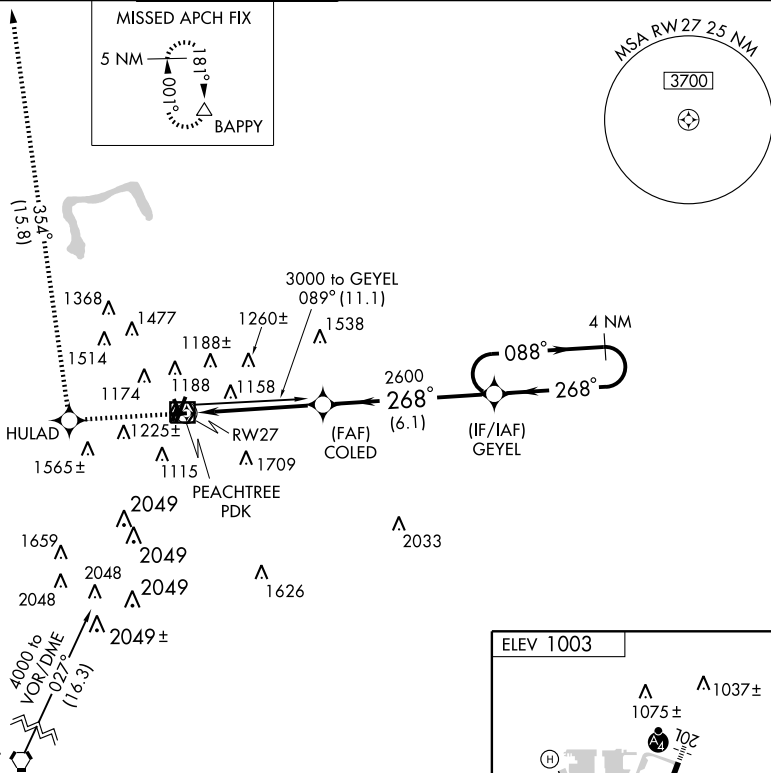
RNAV (GPS) RWY 27

ATLANTA/DEKALB-PEACHTREE (PDK)

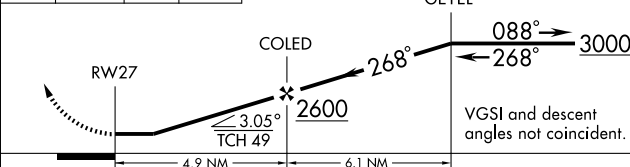
A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA at night. Circling to Rwy 2L, 9, 16, 20R, 27, 34 NA at night.

MISSED APPROACH: Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

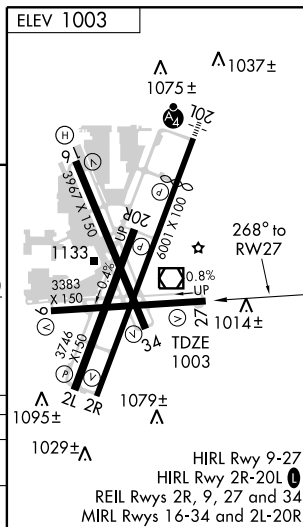
ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* *when twr closed	UNICOM 122.95	120.0 0
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4000	HULAD	TRK 354°	BAPPY
↑	✱		△



CATEGORY	A	B	C	D
RNAV MDA	1420-1 417 (500-1)	1420-1¼ 417 (500-1¼)		
CIRCLING	1500-1 497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)	



APP CRS 218°	Rwy Idg 5001 TDZE 991 Apt Elev 1003
------------------------	---

RNAV (GPS) Y RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

A DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night. Inoperative table does not apply to Cat C.

MALSF



MISSED APPROACH:
Climbing right turn to 4000 direct BAPPY and hold.

ATIS
128.4

ATLANTA APP CON
126.975 239.275

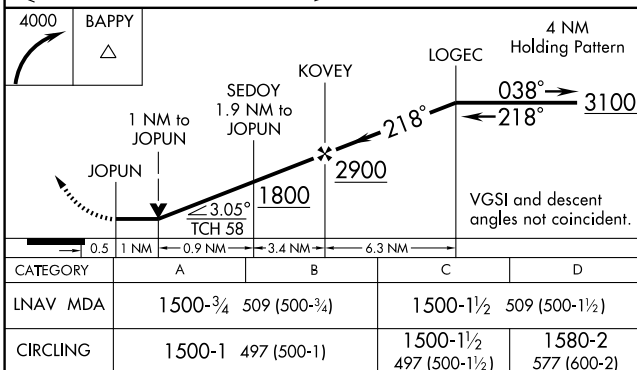
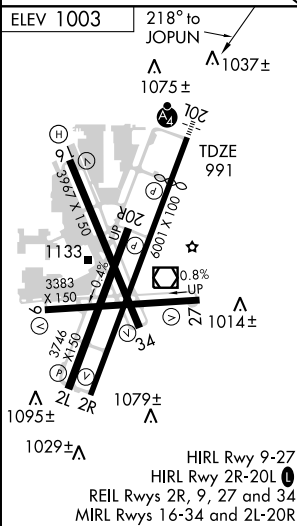
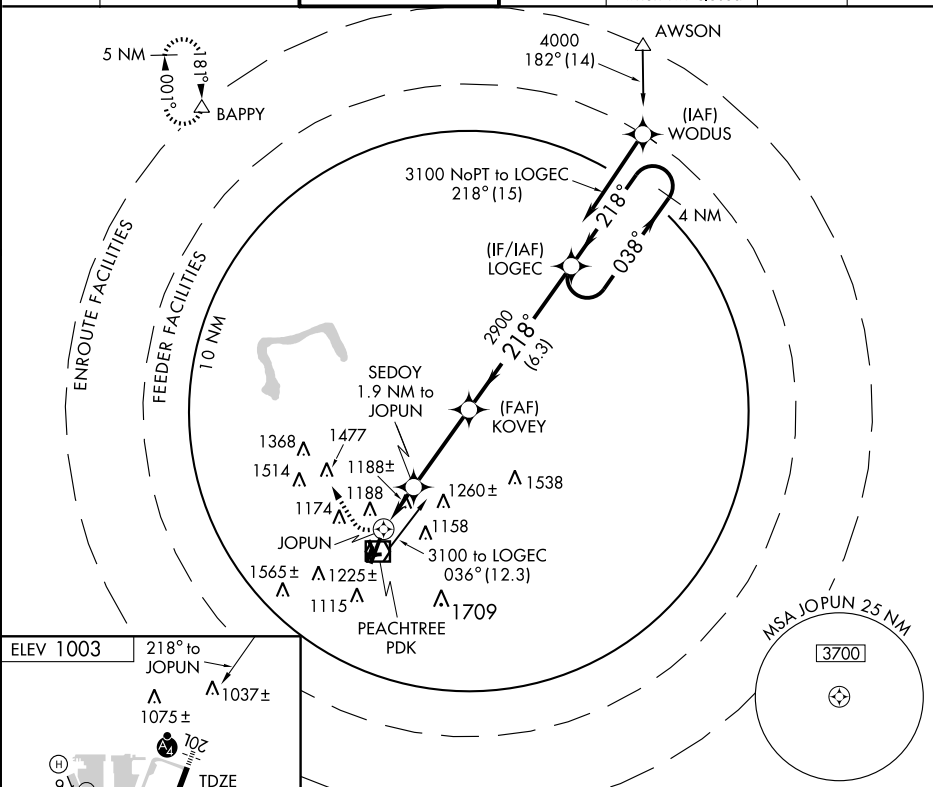
PEACHTREE TOWER★
120.9 (CTAF) 281.5

GND CON
121.6

CLNC DEL
125.2 120.9*
*when twr closed

UNICOM
122.95

120.0 0



APP CRS 022°	Rwy ldg TDZE Apt Elev	6001 996 1003
------------------------	-----------------------------	------------------------------

RNAV (RNP) RWY 2R

ATLANTA/DEKALB-PEACHTREE (PDK)

▼ Procedure NA for wingspans greater than 136 ft. RF and GPS Required.
▲ NA For uncompensated Baro-VNAV systems, procedure NA below -8° C (18° F) or above 36° C (98° F).

MISSED APPROACH: Climb to 4000 direct SUGCO and via 329° track to BAPPY and hold.

ATIS
128.4

ATLANTA APP CON
126.975 239.275

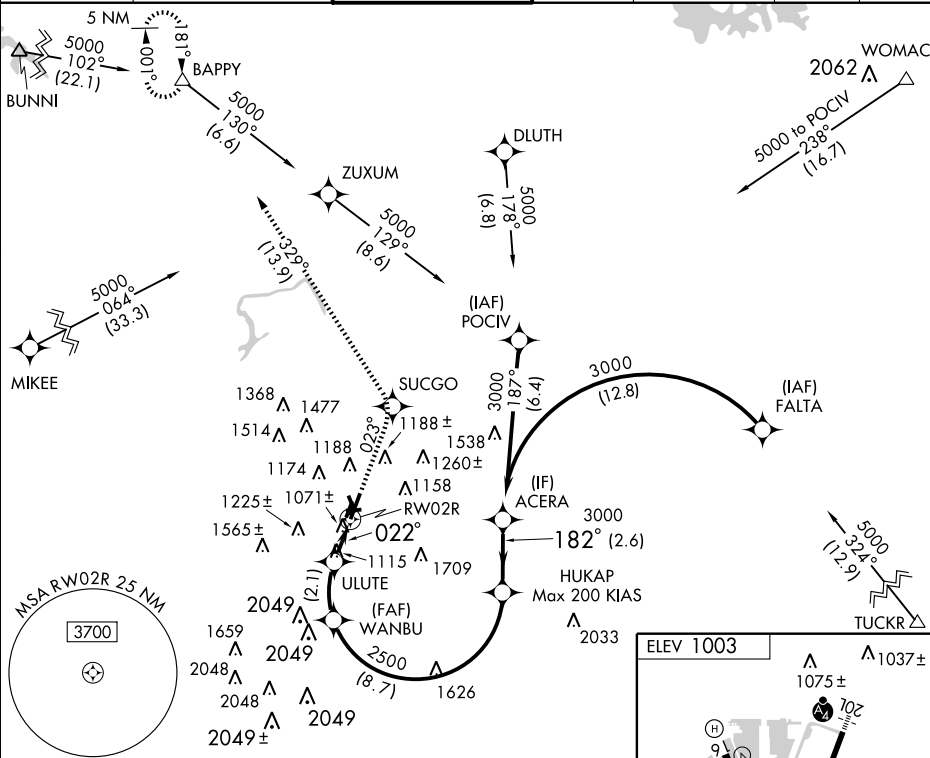
PEACHTREE TOWER ★
120.9 (CTAF) 281.5

GND CON
121.6

CLNC DEL
125.2 120.9*
*when twr closed

UNICOM
122.95

120.0



Procedure
Turn
NA

VGSI and RNAV glidepath
not coincident.

4000

SUGCO

TRK
329°

BAPPY

ACERA

HUKAP
Max 200 KIAS

WANBU

ULUTE

1674

RW02R

3000 182°

3000

2500

022°

GP 3.60°
TCH 55

2.6 NM 8.7 NM 2.1 NM 1.6 NM

CATEGORY

A

B

C

D

RNP 0.20 DA

DA

1336-1

340

(400-1)

NA

RNP 0.30 DA

DA

1416-1¼

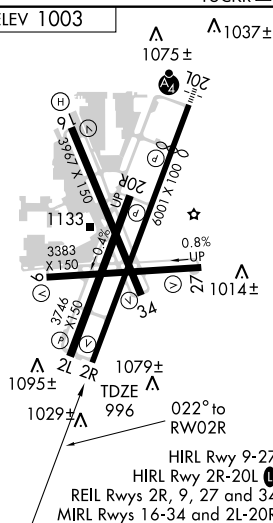
420

(500-1¼)

NA

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

ELEV 1003



APP CRS 203°	Rwy Idg TDZE Apt Elev	5001 991 1003
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RNAV (RNP) Z RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

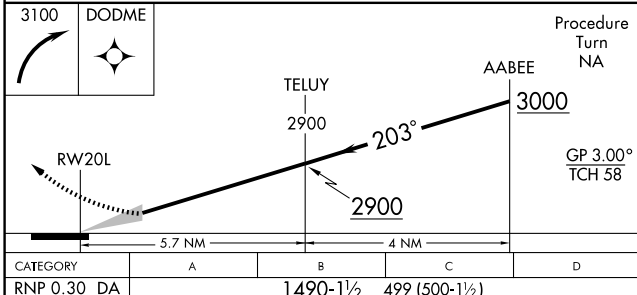
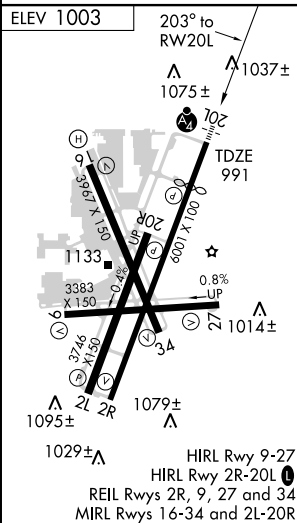
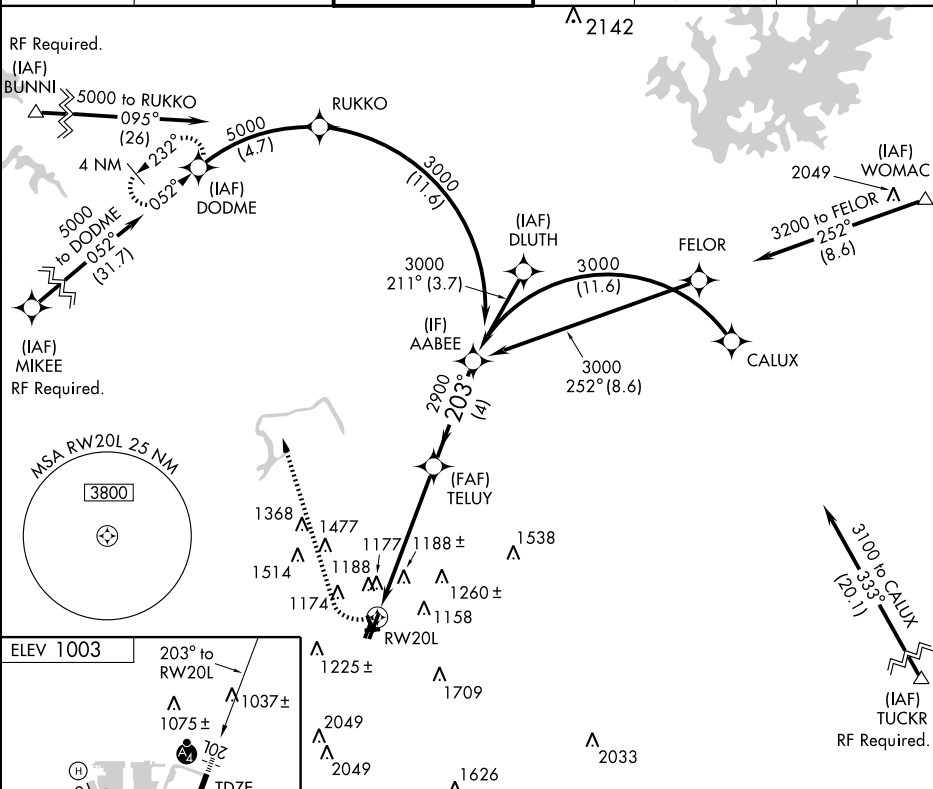
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (116°F). For inoperative MALSF, increase RNP 0.30 visibility to 1¼.

MALSF



MISSED APPROACH: Climbing right turn to 3100 direct DODME and hold.

ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER ★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* *when twr closed	UNICOM 122.95	120.0
----------------------	---	--	-------------------------	---	-------------------------	--------------



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

VOR/DME PDK
116.6
 Chan **113**

APP CRS
196°

Rwy Idg
 TDZE
 Apt Elev **1003**

VOR/DME RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

▼ If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.
 ▲ Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3000 via heading 330° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS
128.4

ATLANTA APP CON
126.975 239.275

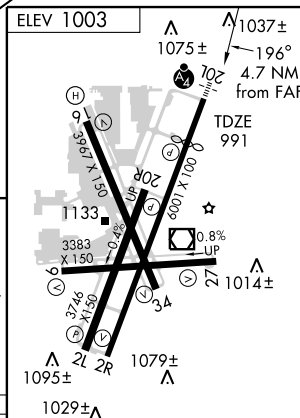
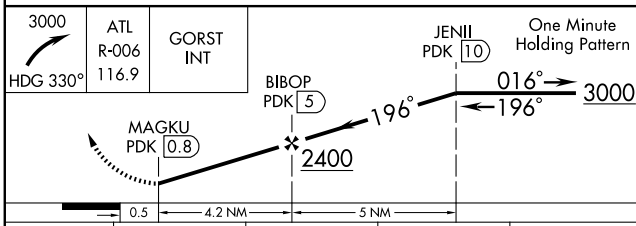
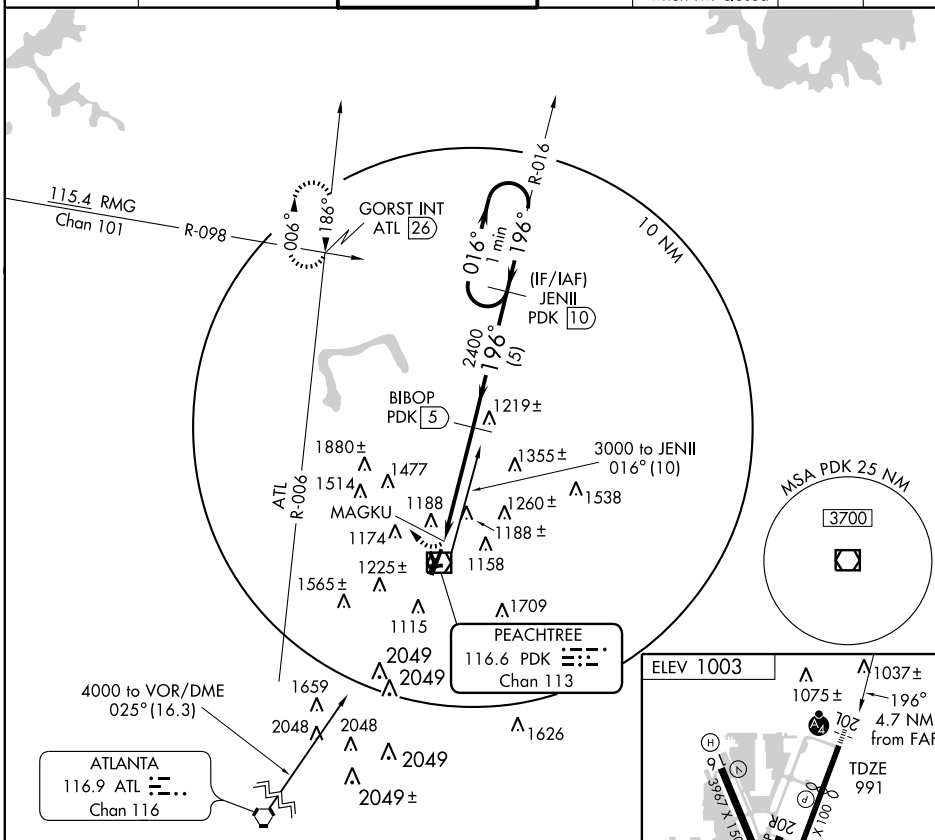
PEACHTREE TOWER★
120.9 (CTAF) 281.5

GND CON
121.6

CLNC DEL
125.2 120.9*
 *when twr closed

UNICOM
122.95

120.0



CATEGORY	A	B	C	D
S-20L	1580-1 589 (600-1)	1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)	1580-2 589 (600-2)
CIRCLING	1580-1 577 (600-1)	1580-1½ 577 (600-1½)	1580-2 577 (600-2)	1580-2 577 (600-2)

HIRL Rwy 9-27
 HIRL Rwy 2R-20L
 REIL Rwys 2R, 9, 27 and 34
 MIRL Rws 16-34 and 2L-20R

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' at fld. 1000/00E.
 REDAN NDB (MHW/LOM) 266 BR N33°38.72' W84°18.68' 267° 5.9 NM to fld.
 ILS/DME 109.9 I-ATL Chan 36 RWY 08R.
 ILS/DME 108.9 I-FUN Chan 26 RWY 09R. Class IIIE.
 ILS/DME 110.5 I-HZK Chan 42 Rwy 09L. LOC unusable byd 25° N of centerline.
 ILS/DME 108.7 I-BRU Chan 24 Rwy 26L. LOM REDAN NDB.
 ILS/DME 108.5 I-FSQ Chan 22 Rwy 27L.
 ILS/DME 111.3 I-AFA Chan 50 Rwy 27R. SHUTDOWN.
 ILS/DME 109.3 I-HFW Chan 30 Rwy 08L. Class IIIE. LOM CATTa NDB. LOC unusable byd 30° right of centerline.
 ILS/DME 110.1 I-GXZ Chan 38 Rwy 26R. Class IE. LOM REDAN NDB.
 ILS/DME 111.55 I-OMO Chan 52(Y) Rwy 10. Class IIID. LOC unusable throughout Zone 5 due to structure at 0.67 NM.
 ILS/DME 111.75 I-PKU Chan 54(Y) Rwy 28. Class IIIE.

COMM/NAV/WEATHER REMARKS: Be alert to rwy crossing clearances. Readback of all rwy holding instructions is required.
 Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM Approaches. Rwy 09L-27R and Rwy 09R-27L Monitor 132.55, Rwy 10-28 Monitor 133.425, Rwy 08L-26R and Rwy 08R-26L 126.9.

HELIPAD H1: H52X52 (ASPH)

NEWNAN COWETA CO

(CCO) 4 S UTC-5(-4DT) N33°18.69' W84°46.19'

ATLANTA

970 B S4 FUEL 100LL, JET A1 OX 4 NOTAM FILE CCO
 RWY 14-32: H5500X100 (ASPH) S-26, D-37 MIRL 0.7% up NW

H-9A, 12F, L-181, A
 IAP

RWY 14: PAPI(P2L)—GA 3.0° TCH 31'. Trees.
 RWY 32: MALSR. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z, Sat-Sun 1300-2300Z. Birds invof arpt. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (770) 254-1617
 COMMUNICATIONS: CTAF/UNICOM 122.7

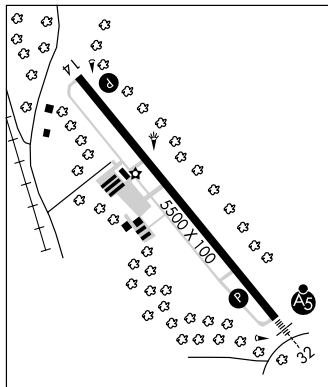
Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8
 GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37' 053° 27 NM to fld. 790/01E. HIWAS.

COWETA CO NDB (MHW) 234 EQQ N33°15.42' W84°42.80' 322° 4.3 NM to fld.

ILS 110.75 I-CCO Rwy 32. LOC only.



ATLANTA

PAULDING-NORTHWEST ATLANTA

(PUJ) 6 W UTC-5(-4DT) N33°54.72' W84°56.44'

ATLANTA

1289 FUEL 100LL, JET A NOTAM FILE MCN
 RWY 13-31: H5505X100 (CONC-GRVD) S-50, D-90 HIRL

H-9A, 12F, L-181, A
 IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 50'.
 RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 49'.

AIRPORT REMARKS: Attended 1300-2200Z. HIRL Rwy 13-31 preset on low inst and PAPI Rwy 13 and Rwy 31 opr dusk-0300Z to increase ints HIRL Rwy 13-31 ACTIVATE—CTAF. After 0300Z ACTIVATE HIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.225 (770) 445-3870.

COMMUNICATIONS: CTAF/UNICOM 123.075

ATLANTA APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 148°17.5 NM to fld. 1150/01E.
 HIWAS.

ILS/DME 109.15 I-PUJ Chan 28Y Rwy 31. GS unusable byd 5° left of course.

(AWSON.AWSON1) 10266

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

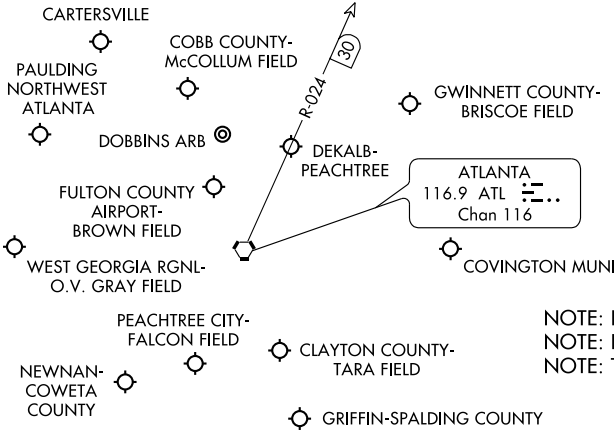
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

ELECTRIC CITY
108.6 ELW
Chan 23



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL

(AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

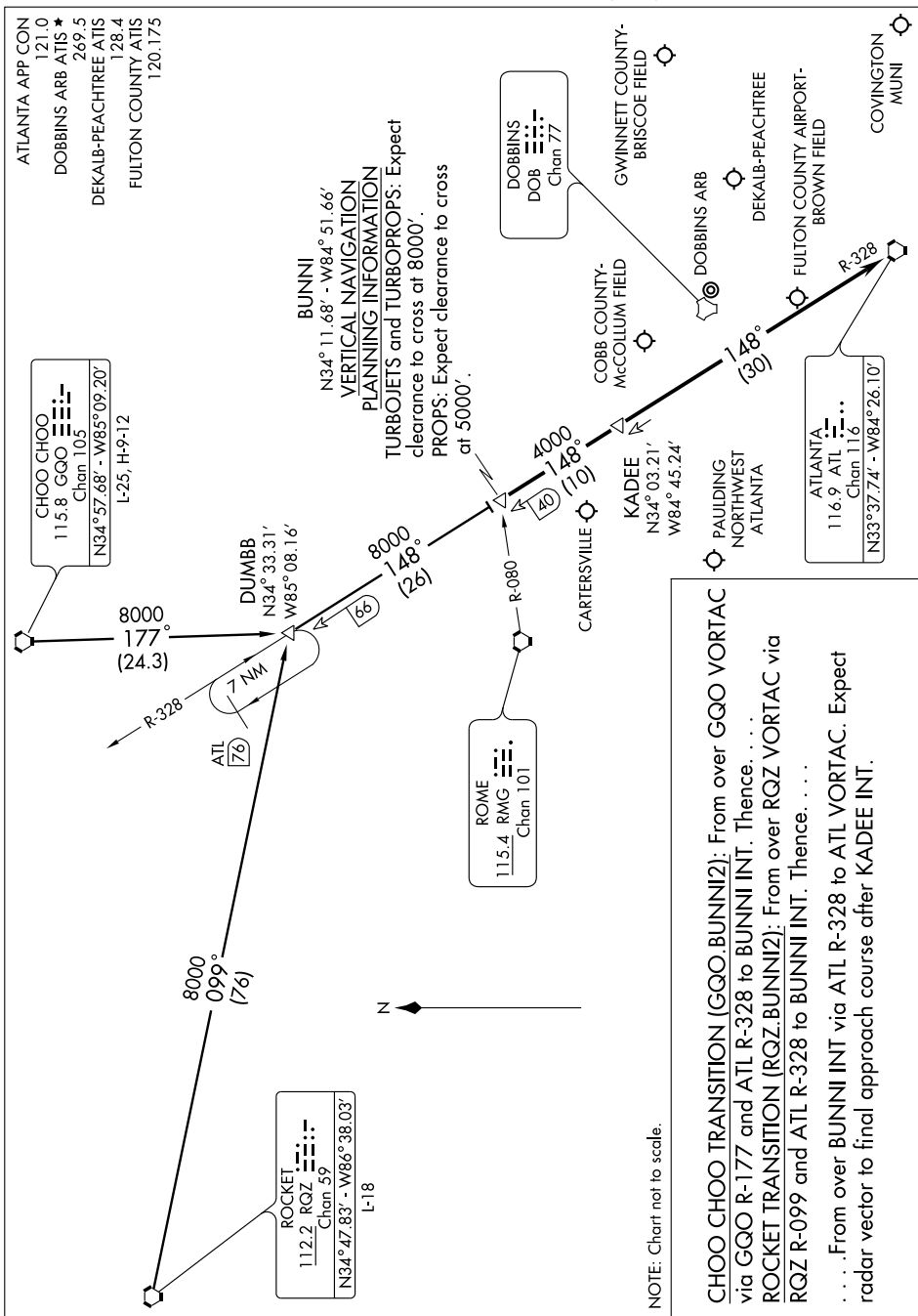
. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ST-469 (FAA)

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

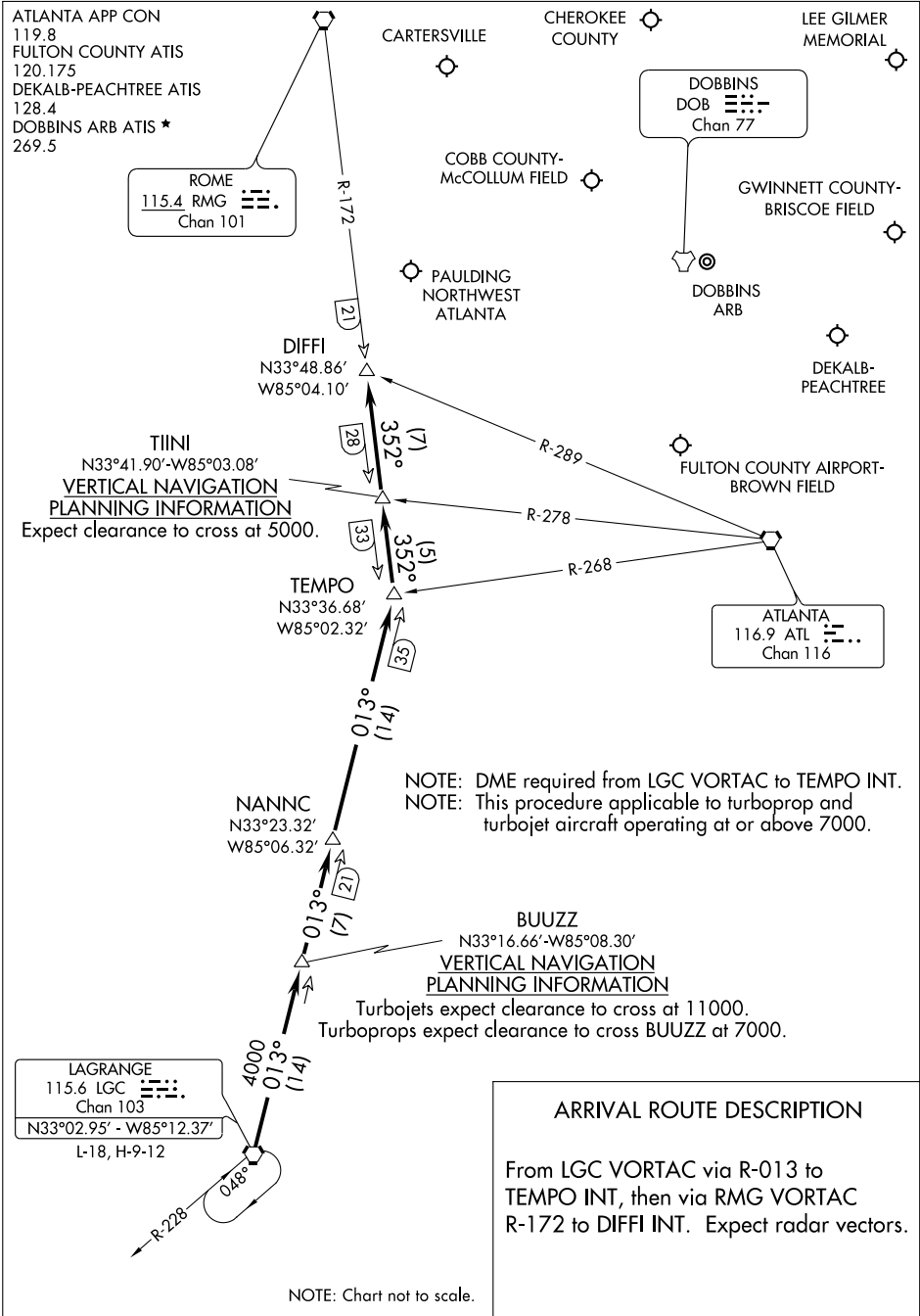
ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

LOC/DME I-PUJ 109.15 Chan 28Y	APP CRS 311°	Rwy Idg 5505 TDZE 1283 Apt Elev 1289
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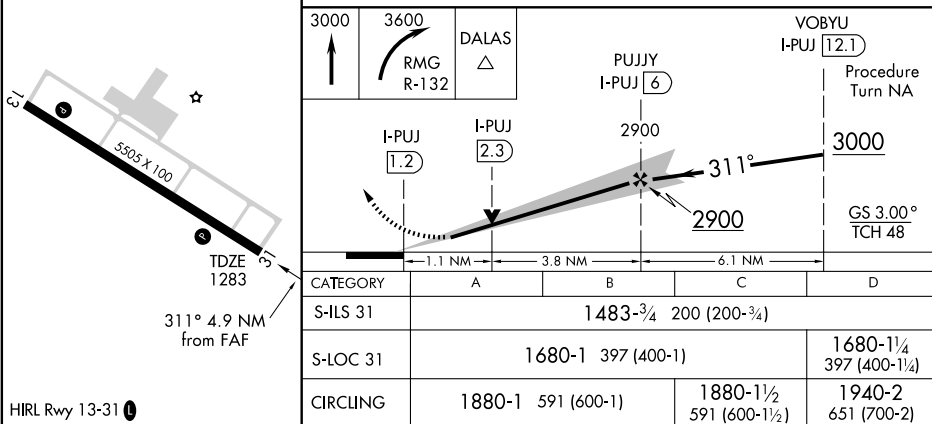
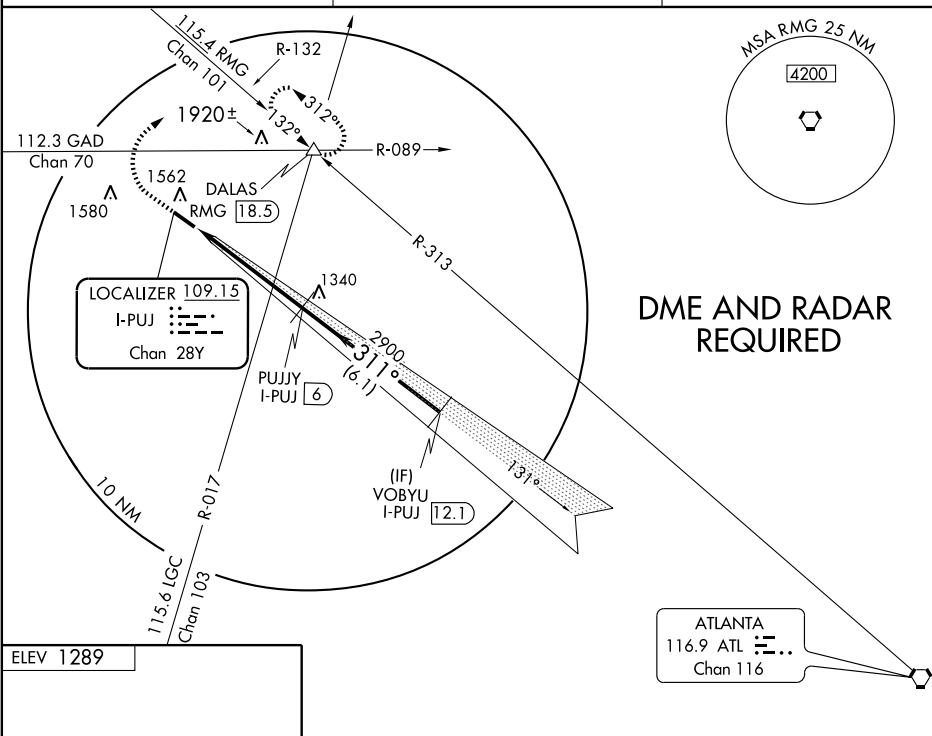
ILS or LOC/DME RWY 31
PAULDING NORTHWEST ATLANTA (PUJ)

NA

AWOS-3
126.225

ATLANTA APP CON
121.0 268.7

UNICOM
123.075 (CTAF) **L**



ATLANTA, GEORGIA
Orig 10266

33°55'N-84°57'W

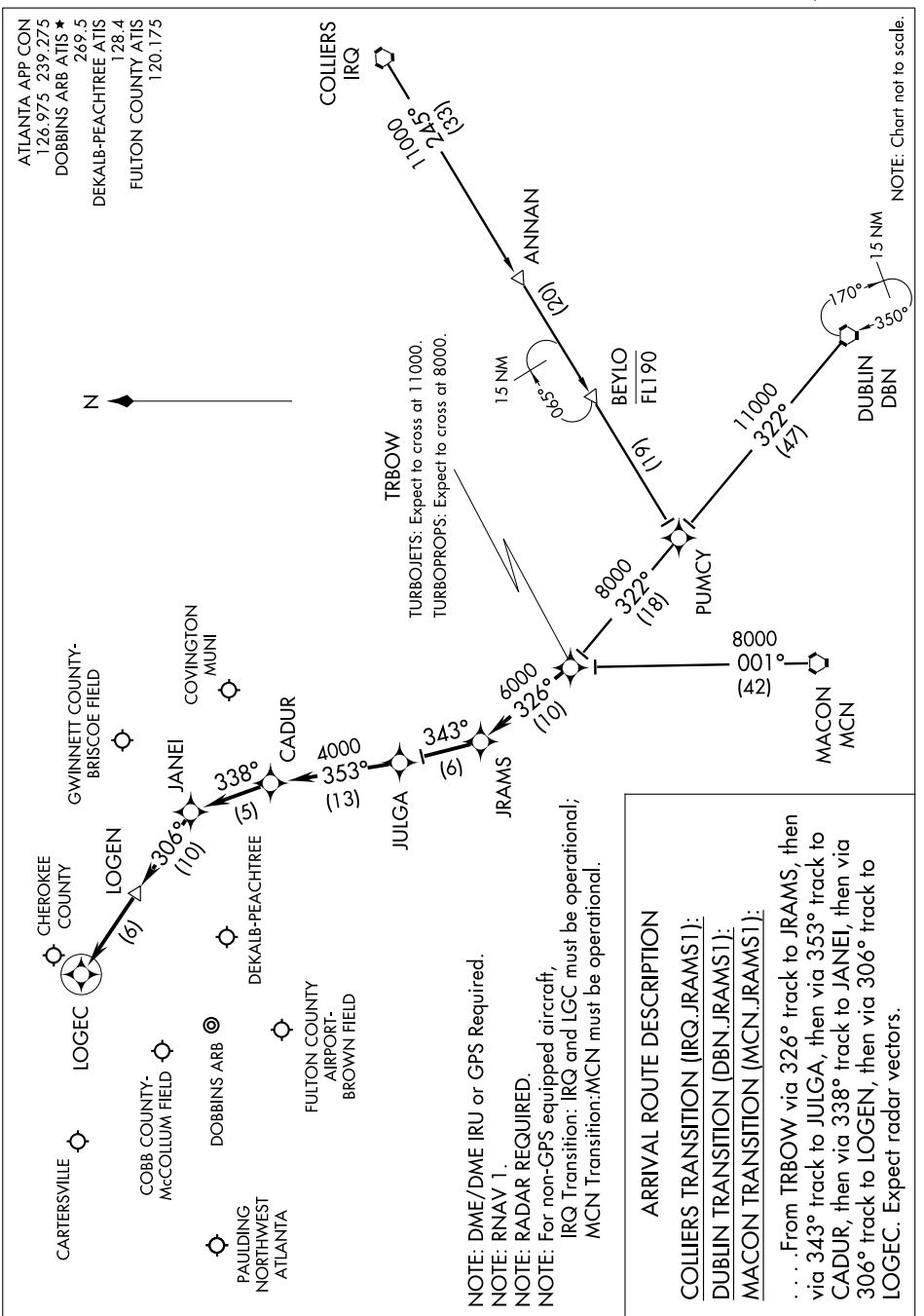
PAULDING NORTHWEST ATLANTA (PUJ)
ILS or LOC/DME RWY 31

SE-4. 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

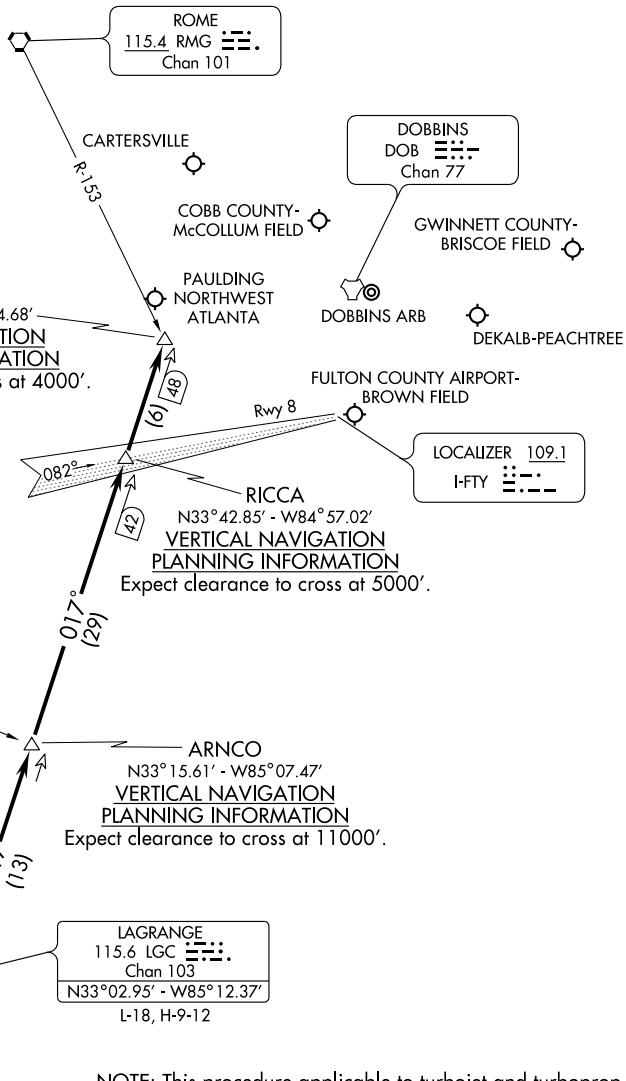
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

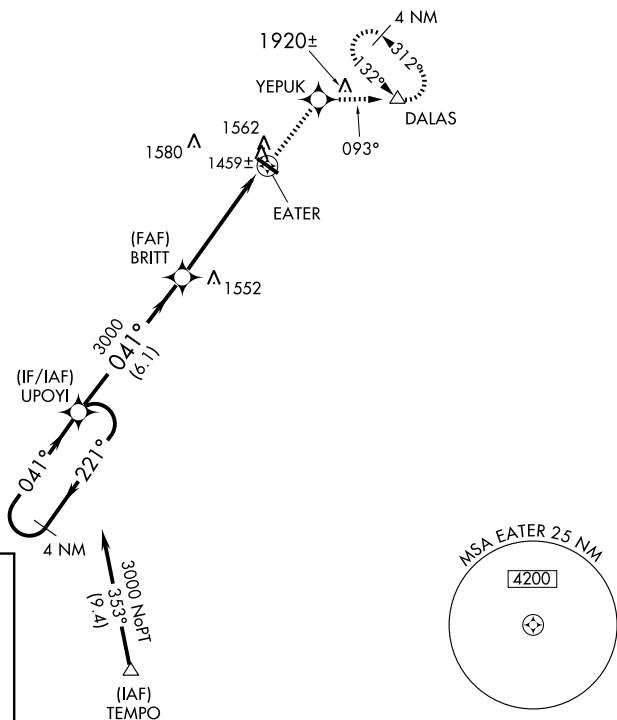
ATLANTA, GEORGIA

APP CRS 041°	Rwy Idg TDZE Apt Elev	N/A N/A 1289
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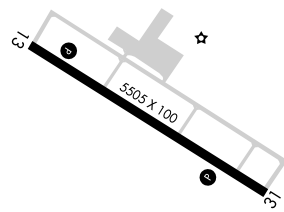
RNAV (GPS)-A

PAULDING NORTHWEST ATLANTA (PUJ)

<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div></div></div> <div><div></div><div></div><div></div></div> <div>NA</div>	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.	MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.
AWOS-3 126.225	ATLANTA APP CON 121.0 268.7	UNICOM 123.075 (CTAF) 0



ELEV 1289



3000	YEPUK	tr 093°	DALAS	BRITT	UPOYI	4 NM Holding Pattern
				EATER		
CATEGORY	A	B	C	D		
CIRCLING	1880-1	591 (600-1)	1880-1½ 591 (600-1½)	1940-2 651 (700-2)		

HIRL Rwy 13-31 0

ATLANTA, GEORGIA
Orig 10266

PAULDING NORTHWEST ATLANTA (PUJ)

33° 55'N-84° 57'W

RNAV (GPS)-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS 131°	Rwy Idg TDZE 1289	5505 1289
	Apt Elev 1289	

RNAV (GPS) RWY 13

PAULDING NORTHWEST ATLANTA (PUJ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

▲ NA

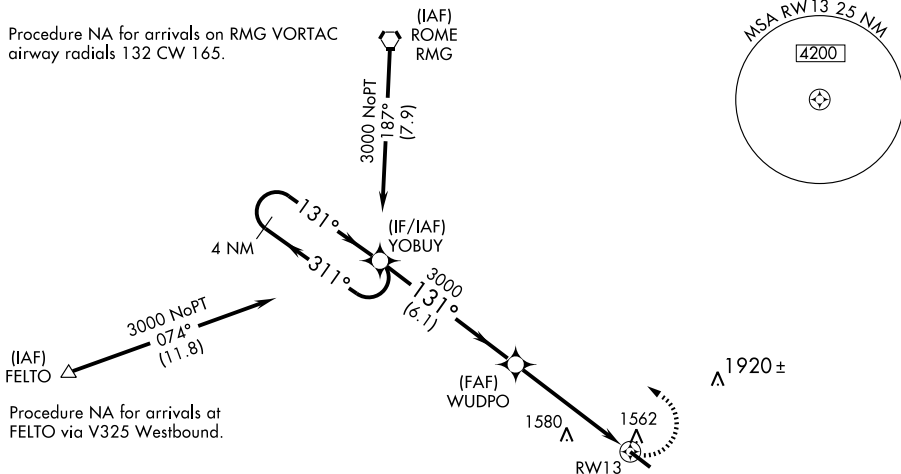
MISSED APPROACH: Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3
126.225

ATLANTA APP CON
121.0 268.7

UNICOM
123.075 (CTAF) ①

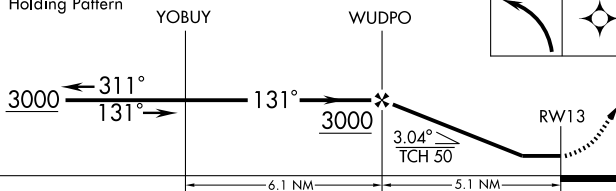
Procedure NA for arrivals on RMG VORTAC
airway radials 132 CW 165.



Procedure NA for arrivals at
FELTO via V325 Westbound.

ELEV 1289

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1820-1 531 (600-1)	1820-1½ 531 (600-1½)	1820-1¾ 531 (600-1¾)	
CIRCLING	1880-1 591 (600-1)	1880-1½ 651 (700-2)	1940-2 651 (700-2)	

HIRL Rwy 13-31 ①

WAAS CH 99511 W31A	APP CRS 311°	Rwy ldg TDZE Apt Elev	5505 1283 1289
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RNAV (GPS) RWY 31

PAULDING NORTHWEST ATLANTA (PUJ)

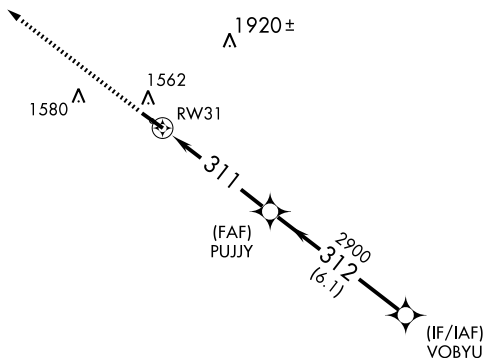
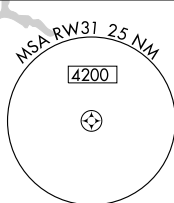
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Cartersville altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Cartersville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
YOBUY and hold.

AWOS-3
126.225

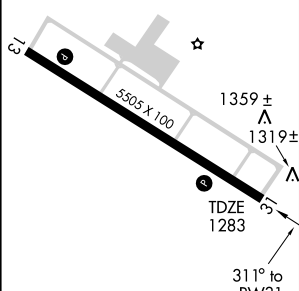
ATLANTA APP CON
121.0 268.7

UNICOM
123.075 (CTAF) 0



RADAR REQUIRED

ELEV 1289



3000 YOBUY		VOBYU Procedure Turn NA			
*LNAV only.		*1.2 NM to RW31			
RW31		2900			
1.2 NM		3.6 NM			
311°		312°			
2900		3000			
GS 3.00°		TCH 48			
CATEGORY	A	B	C	D	
LPV DA	1483-3/4 200 (200-3/4)				
LNAV/VNAV DA	1635-1 1/4 352 (400-1 1/4)				
LNAV MDA	1720-1	437 (500-1)	1720-1 1/4 437 (500-1 1/4)	1720-1 1/2 437 (500-1 1/2)	
CIRCLING	1880-1	591 (600-1)	1880-1 1/2 591 (600-1 1/2)	1940-2 651 (700-2)	

HIRL Rwy 13-31 0

10210

AIRPORT DIAGRAM

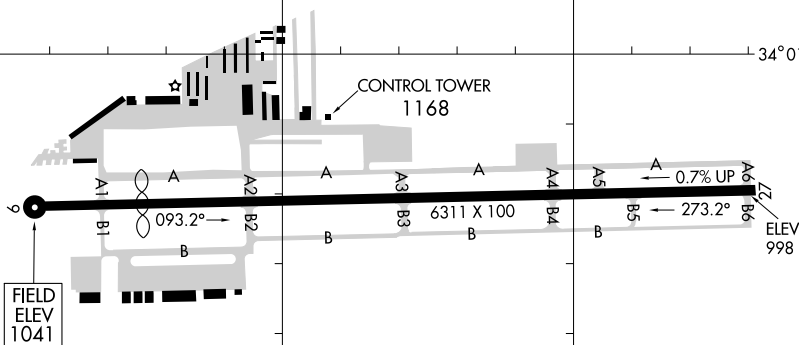
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)
AL-6424 (FAA) ATLANTA, GEORGIA

ATIS
128.125
McCOLLUM TOWER ★
125.9
GND CON
119.0
CLNC DEL
119.0 268.7

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

VAR 4.4° W



RWY 09-27
S-30, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

84°36.5' W

84°36.0' W

84°35.5' W

AIRPORT DIAGRAM

10210

ATLANTA, GEORGIA
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

ATLANTA

COBB CO—McCOLLUM FLD (RYY) 4 NW UTC-5(-4DT) N34°00.79' W84°35.82'

1041 B S4 FUEL 100LL, JET A1+ OX 1, 2 TPA 2041 (1000) NOTAM FILE RYY

RWY 09-27: H6311X100 (CONC-GRVD) S-30, D-60 HIRL 0.7% up W

ATLANTA
H-9A, 12F, L-181, A
IAP, AD

RWY 09: PAPI(P4L)—GA 4.0° TCH 46'. Thld displcd 1078'. Road.

Rgt tfc.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-6305 TODA-6305 ASDA-6305 LDA-5232

RWY 27: TORA-6305 TODA-6305 ASDA-5405 LDA-5405

AIRPORT REMARKS: Attended continuously. For svc after hrs call 24 hrs prior—770-422-2345/4300. Coyotes on and invof arpt. Arpt mowing in progress spring thru autumn. Rwy 09 is calm wind Rwy in VFR conditions. Acft arriving or departing with an operating weight greater than 100,000 pounds, PPR 24 hrs by coordinating through arpt management at 770-528-1615 or the local FBOs at 770-422-2345 or 770-422-4300. Noise abatement efforts in effect, etc arpt manager for details at 770-528-1615. Blasting SR-SS Mon-Fri 2000 ft AER 27. 'N/W' apron connector to Twy A is rstd to group 1 acft only. North apron at Twy A-1 connector is rstd to group 1 acft only. When twr clsd, ACTIVATE HIRL Rwy 09-27 and REIL Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 (770) 425-3406. LAWRS.

COMMUNICATIONS: CTAF 125.9 ATIS 128.125 UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.0 (when twr closed)

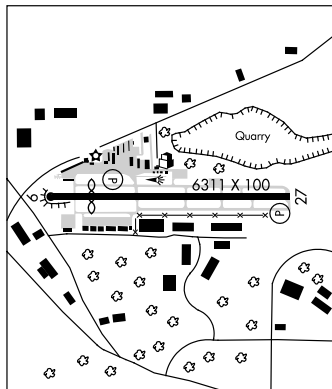
MC COLLUM TOWER 125.9 (1200-0400Z±) GND CON 119.0 CLNC DEL 119.0

AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 108° 27.5 NM to fld. 1150/01E.
HIWAS.

ILS 111.9 I-RYY Rwy 27. Class IB. GS unusable byd 4° left of course. Autopilot coupled apchs not authorized blo 2100' MSL.



(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

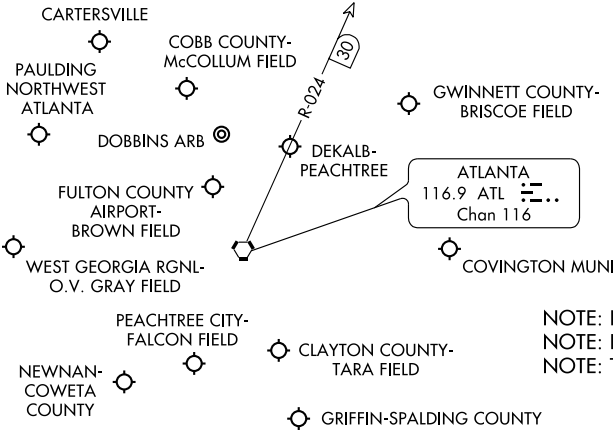
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

ELECTRIC CITY
108.6 ELW
Chan 23

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

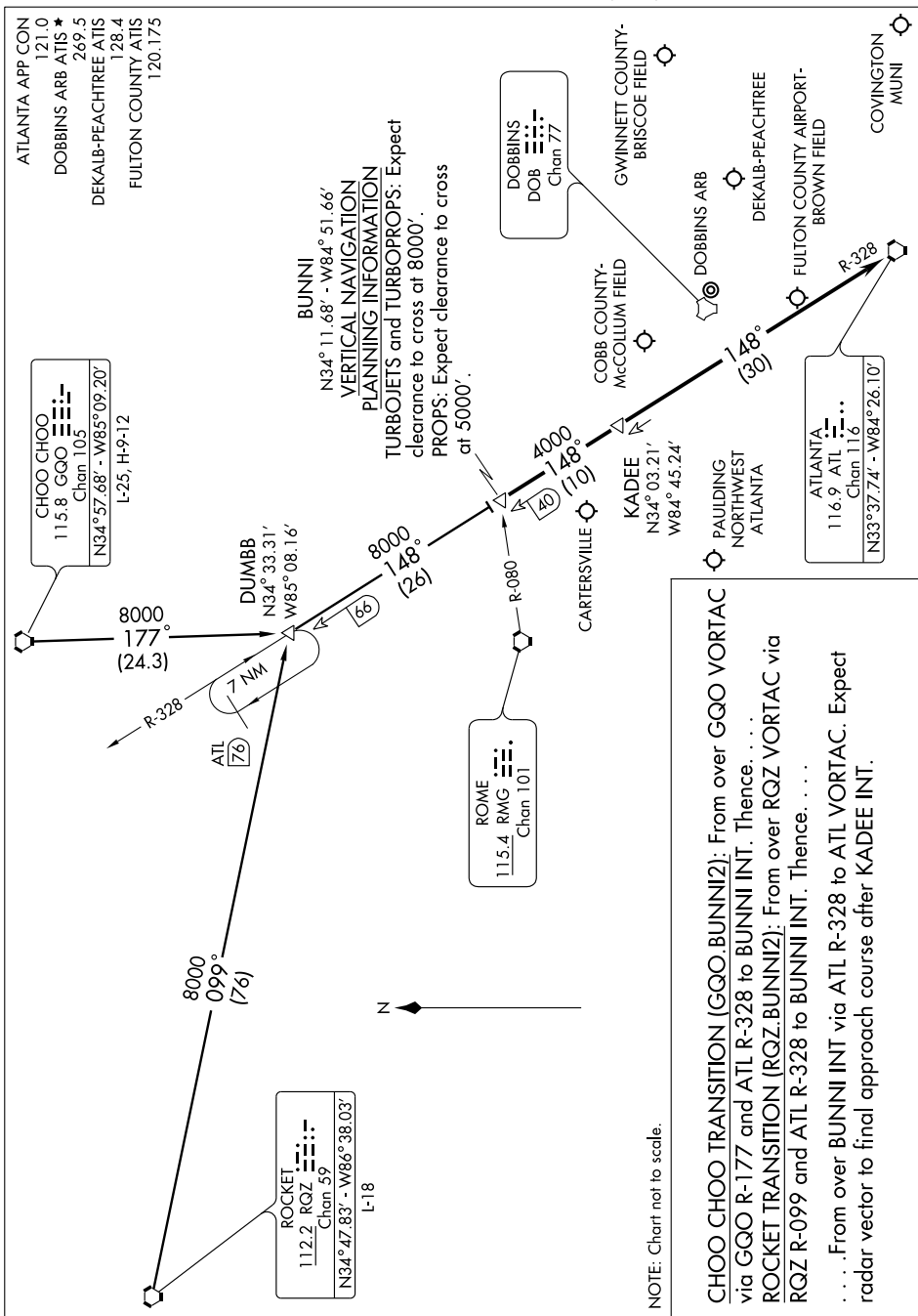
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

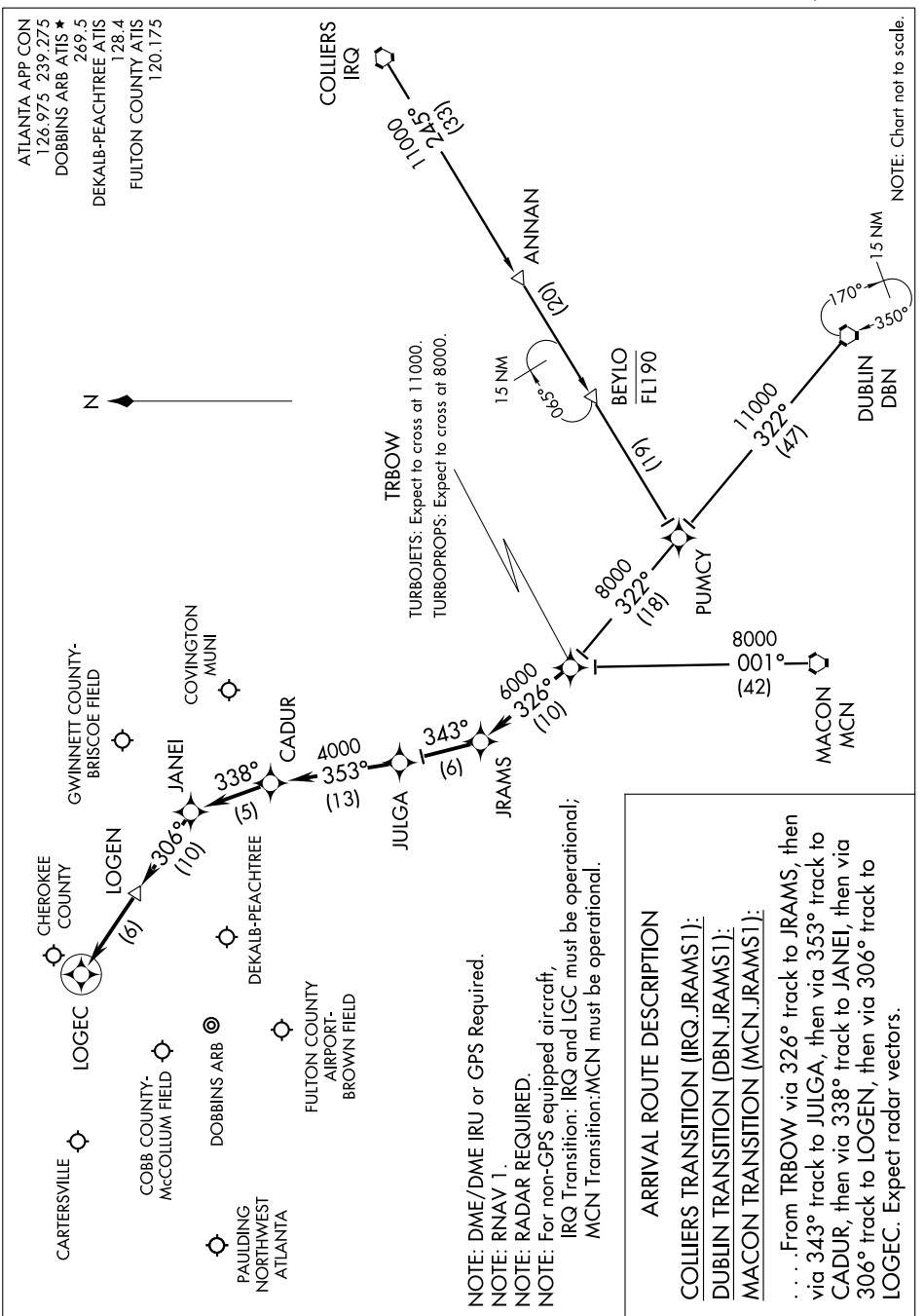
SE-4, 21 OCT 2010 to 18 NOV 2010



JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

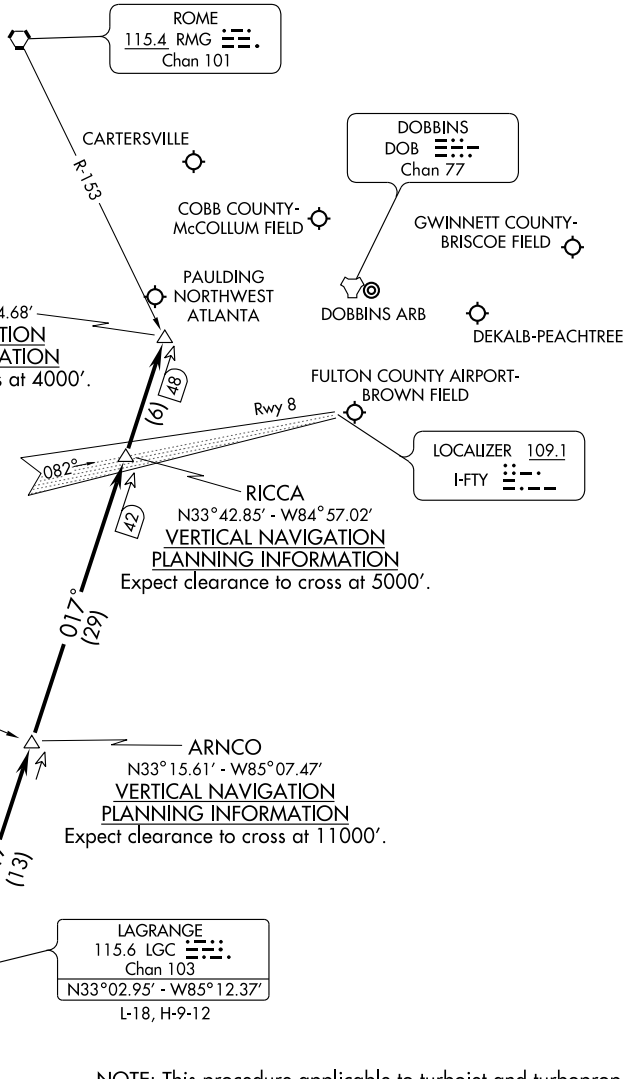
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

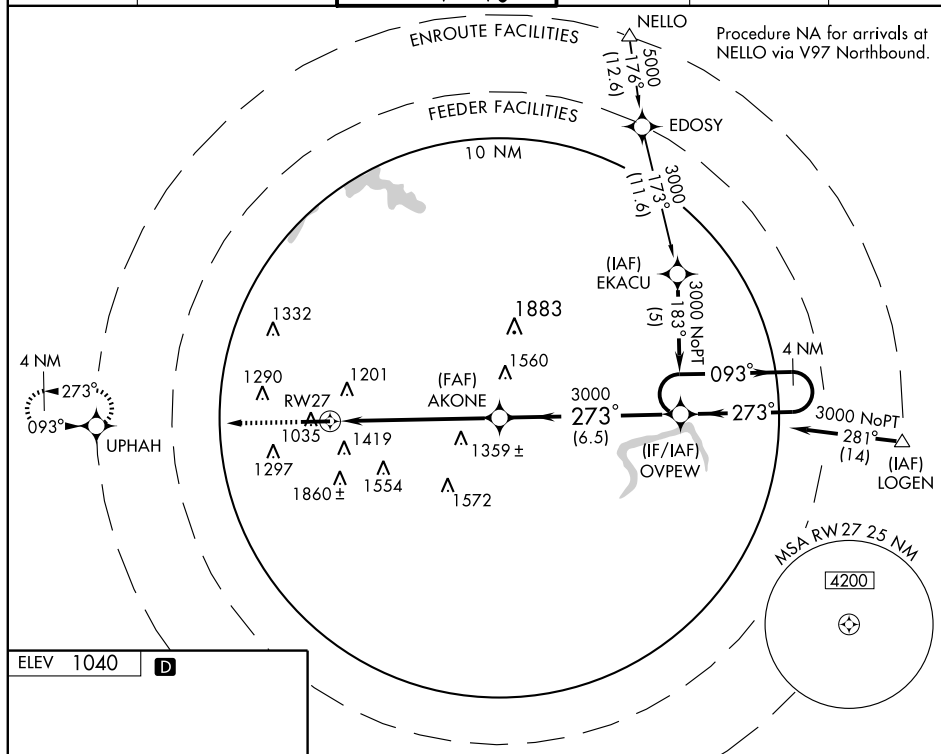
WAAS CH 97308 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	5405 1011 1040
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RNAV (GPS) RWY 27

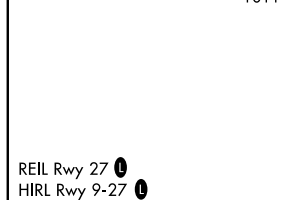
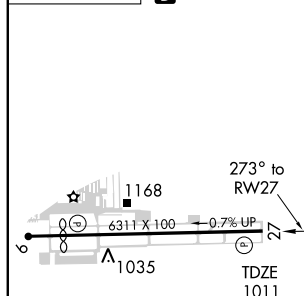
ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

NA DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile.	MISSED APPROACH: Climb to 3000 direct UPHAH and hold.
---	---

ATIS 128.125	ATLANTA APP CON 121.0 268.7	McCOLLUM TOWER * 125.9 (CTAF) 0	GND CON 119.0	CLNC DEL 119.0 268.7	UNICOM 122.7
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ELEV 1040

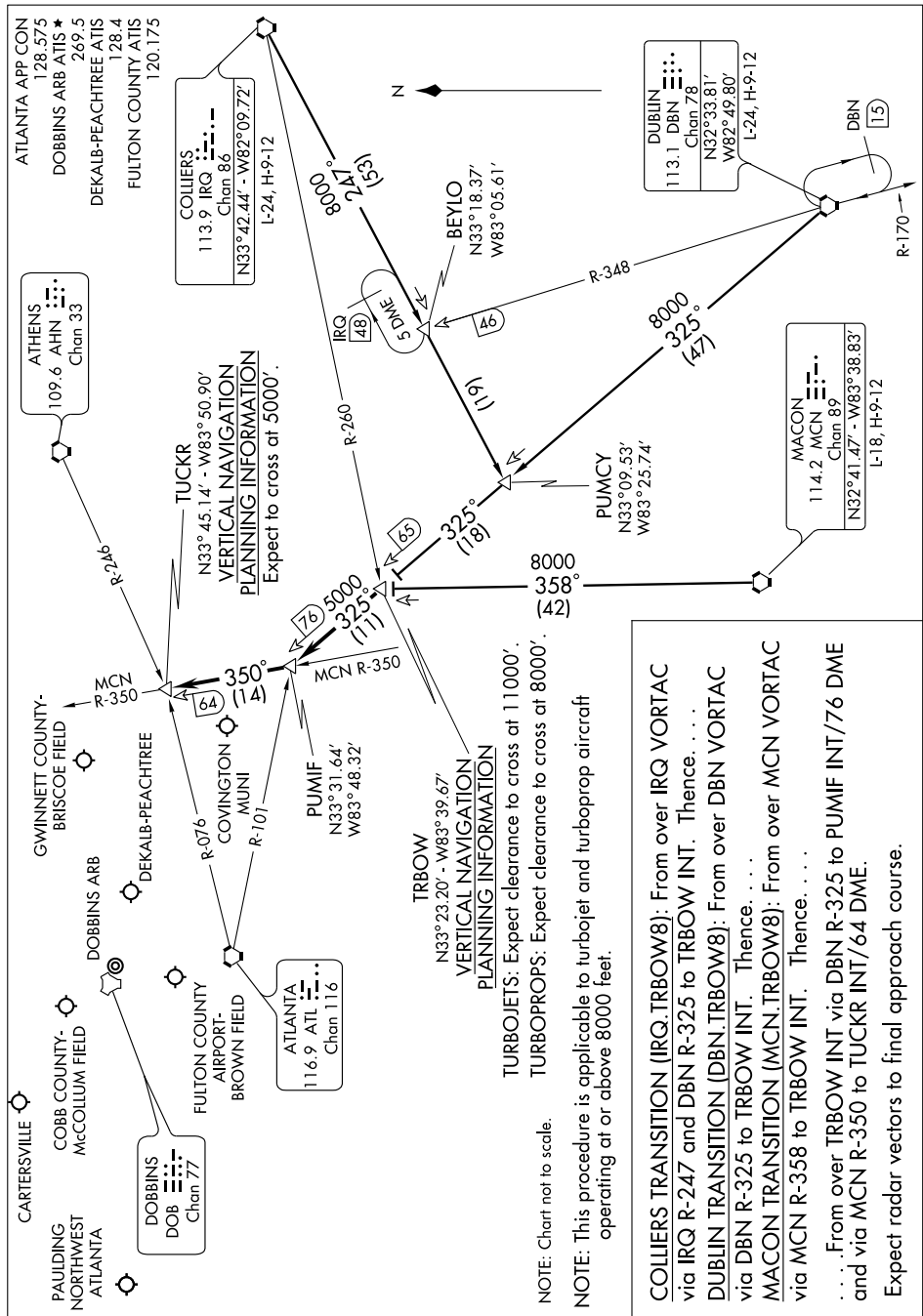


3000	UPHAH	AKONE	OVPEW	4 NM Holding Pattern
*LNAV only	*1.8 NM to RW27	3000	273°	093°
RW27	273°	3000	273°	3000
1.8 NM	4.2 NM	6.5 NM		GS 3.00° TCH 42
CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV MDA	1620-1 609 (600-1)	1620-1¾ 609 (600-1¾)	1620-2 609 (600-2)	
CIRCLING	1780-1 740 (800-1)	1780-2 740 (800-2)	2220-3 1180 (1200-3)	

TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



TRBOW EIGHT ARRIVAL

ATLANTA, GEORGIA

(TRBOW.TRBOW8) 10266

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG
115.4
Chan **101**

APP CRS
108°

Rwy Idg **5232**
TDZE **1028**
Apt Elev **1040**

VOR/DME RWY 9

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

▼
▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS
128.125

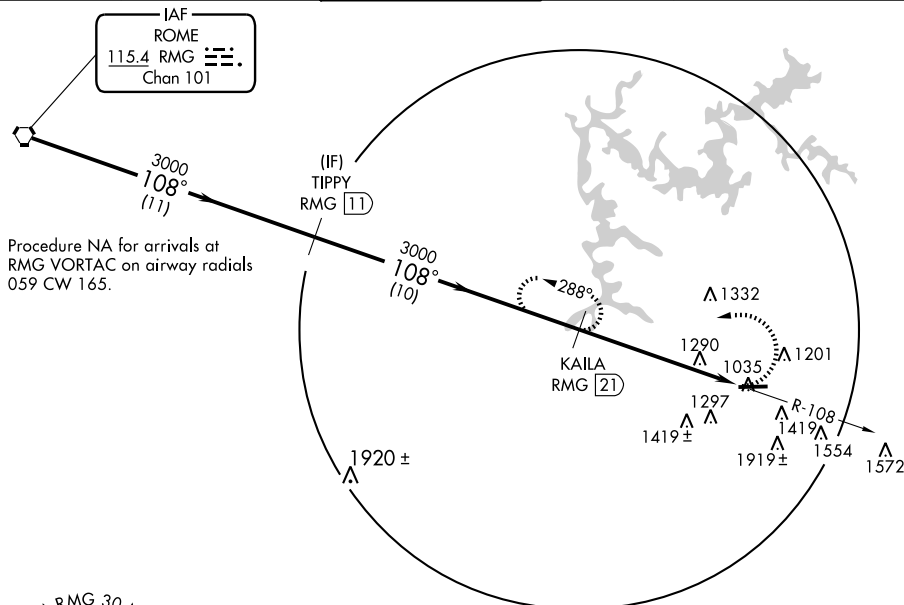
ATLANTA APP CON
121.0 268.7

McCOLLUM TOWER*
125.9 (CTAF) 0

GND CON
119.0

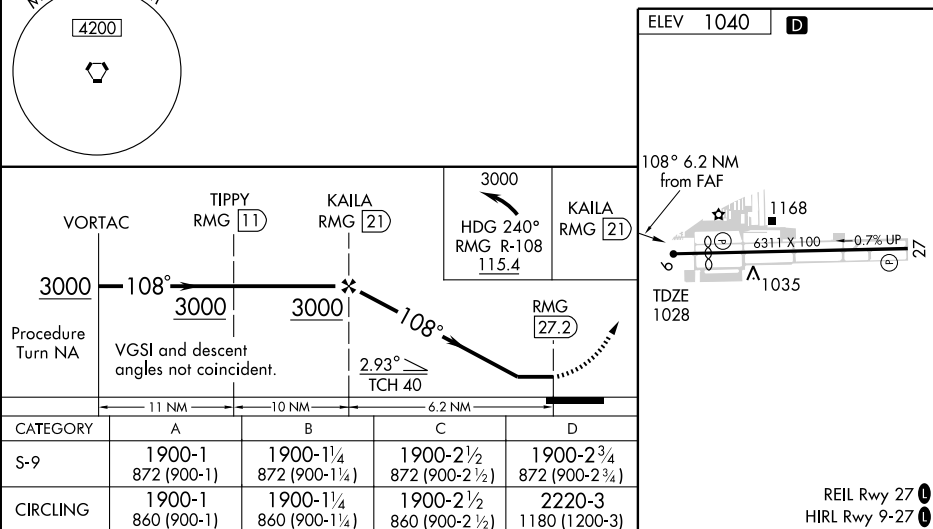
CLNC DEL
119.0 268.7

UNICOM
122.7



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



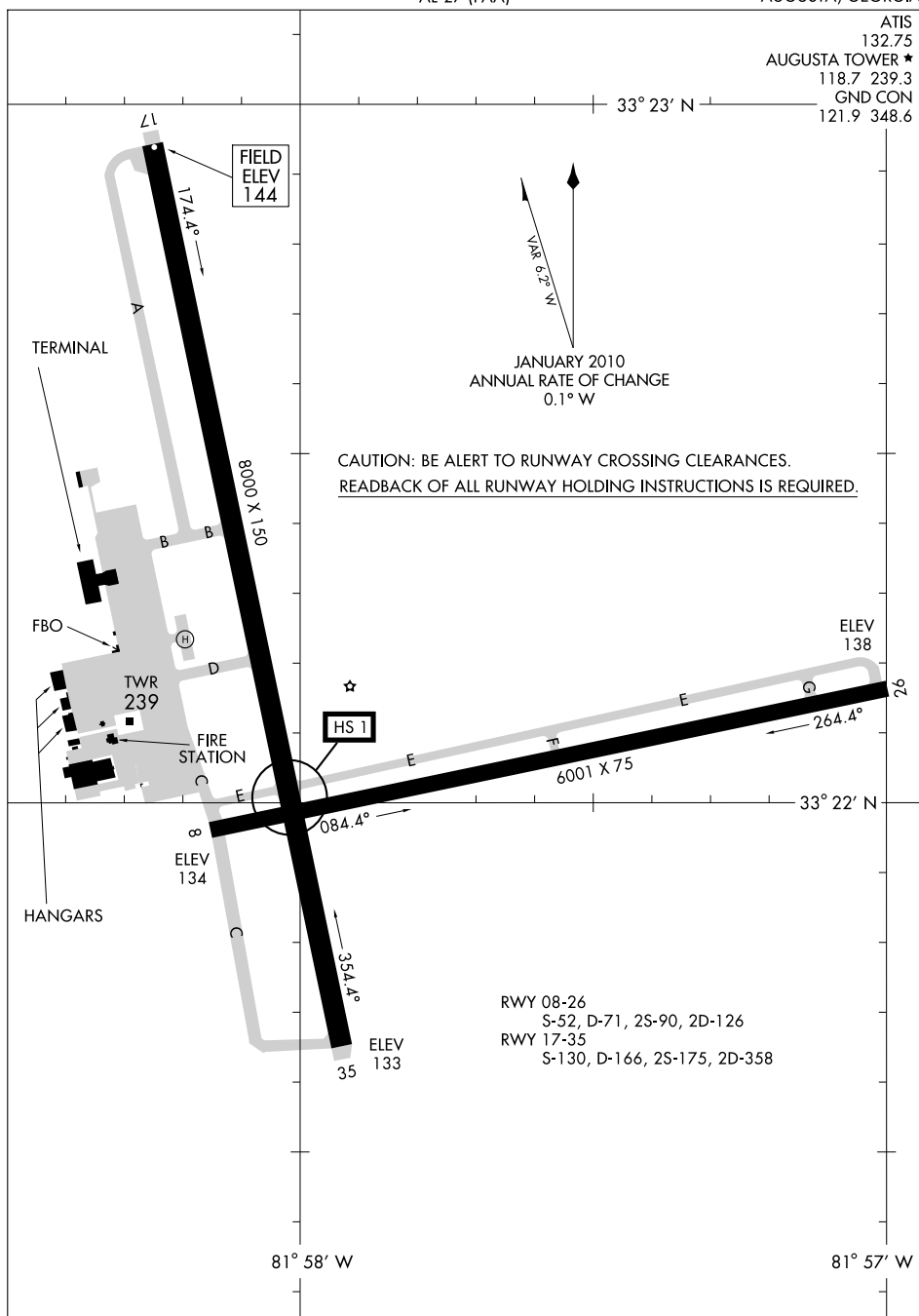
AIRPORT DIAGRAM

AL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

PEACHTREE CITY—FALCON FLD (FFC) 25 SW UTC-5(-4DT) N33°21.44' W84°34.31'

ATLANTA

808 B S4 FUEL 100LL, JET A+ OX 2 NOTAM FILE FFC

H-9A, 12F, L-18J, A

RWY 13-31: H5219X100 (ASPH) S-48, D-60 MIRL

IAP

RWY 13: REIL. PAPI (P4L)—GA 3.0°. Trees. Rgt tfc.

RWY 31: ODALS. PAPI (P4L)—GA 3.0°. Thld dspcd 200'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z†. Deer on and invof arpt.

ARFF avbl on arpt. MIRL Rwy 13-31 preset on low ints

dusk-0300Z†; to increase ints and ACTIVATE after 0300Z†—CTAF. ACTIVATE ODALS Rwy 31; PAPI Rwy 13 and Rwy 31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (770) 487-1610.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 203° 17.7 NM to fld. 1000/00E.

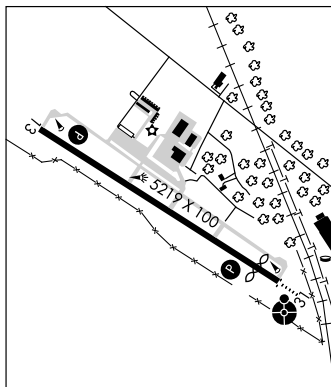
PECAT NDB (MHW/LOM) 316 FF N33°18.04' W84°29.19' 310°

5.5 NM to fld. NOTAM FILE MCN. NDB unmonitored

0200-1000Z†.

ILS/DME 111.95 I-FFC Chan 56(Y) Rwy 31. LOC only.

LOM PECAT NDB. LOC/DME unmonitored.

**AUGUSTA****AUGUSTA RGNL AT BUSH FLD** (AGS) 6 S UTC-5(-4DT) N33°22.20' W81°57.87'

CHARLOTTE

144 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B

H-9B, 12G, L-24I

NOTAM FILE AGS

IAP, AD

RWY 17-35: H8000X150 (ASPH-GRVD) S-130, D-166, 2S-175, 2D-358 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Tree.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Trees.

RWY 08-26: H6001X75 (ASPH) S-52, D-71, 2S-90, 2D-126 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 26: REIL. PAPI(P4L)—TCH 64'. Trees.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Seasonal heavy bird activity invof arpt November-March. PAPI Rwy 08, Rwy 17, Rwy 26 and Rwy 35 operate continuously. REIL Rwy 08 and Rwy 26, MIRL Rwy 08-26, and HIRL Rwy 17-35 operate continuously when twr clsd. ACTIVATE MALSR Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (706) 790-0631. LLWAS.

COMMUNICATIONS: CTAF 118.7 ATIS 132.75 UNICOM 122.95

Ⓡ AUGUSTA APP/DEP CON 126.8 (170°-349°) 119.15 (350°-169°) (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

AUGUSTA TOWER 118.7 (1145-0400Z†) GND CON 121.9

AIRSPACE: CLASS D svc 1145-0400Z† other times CLASS E.

TRSA svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 158° 22.5 NM to fld. 428/04W.

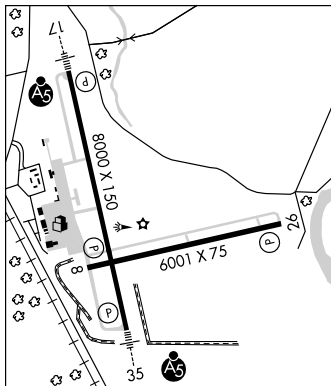
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 168° 5.8 NM to fld. NOTAM FILE MCN. Unmonitored when twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 354° 5.1 NM to fld.

ILS 111.75 I-MZX Rwy 17. Class IB. ILS unmonitored when twr clsd.

ILS 110.5 I-AGS Rwy 35. Class IA. LOM BUSHE NDB. ILS unmonitored when twr clsd.

ASR (1145-0400Z†)



(CHATT2.CHATT) 08157

CHATT TWO DEPARTURE (RNAV)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

AUGUSTA TOWER ★
118.7 (CTAF) 239.3
AUGUSTA DEP CON ★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

GREENSBORO
GSO

HOGAP

12000
*3100
043°
(147)

12000
*2400
014°
(65)

CHATT

SWANG

032°
(110)

BRDYE

- NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL.

Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.



CHATT TWO DEPARTURE (RNAV)

(CHATT2.CHATT) 08157

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 09071

SL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



AUGUSTA TOWER ★
118.7 (CTAF) 239.3
AUGUSTA DEP CON ★
124.8 270.3
AUGUSTA RGNL CINCL DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

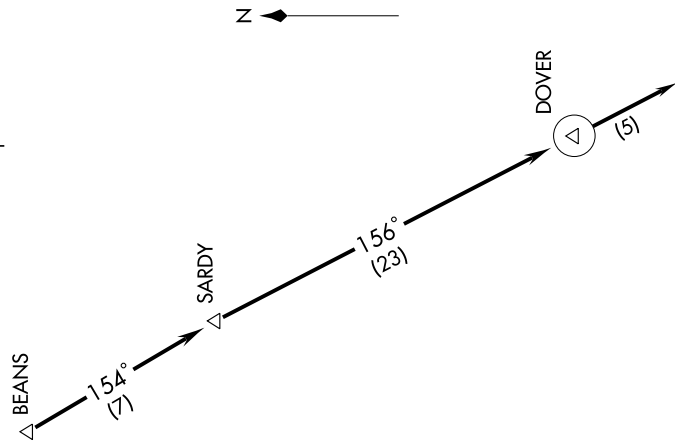
.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

NOTE: Chart not to scale.

DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 09071

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANIELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-AGS 110.5	APP CRS 352°	Rwy Idg TDZE 136 Apt Elev 145
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ILS or LOC RWY 35

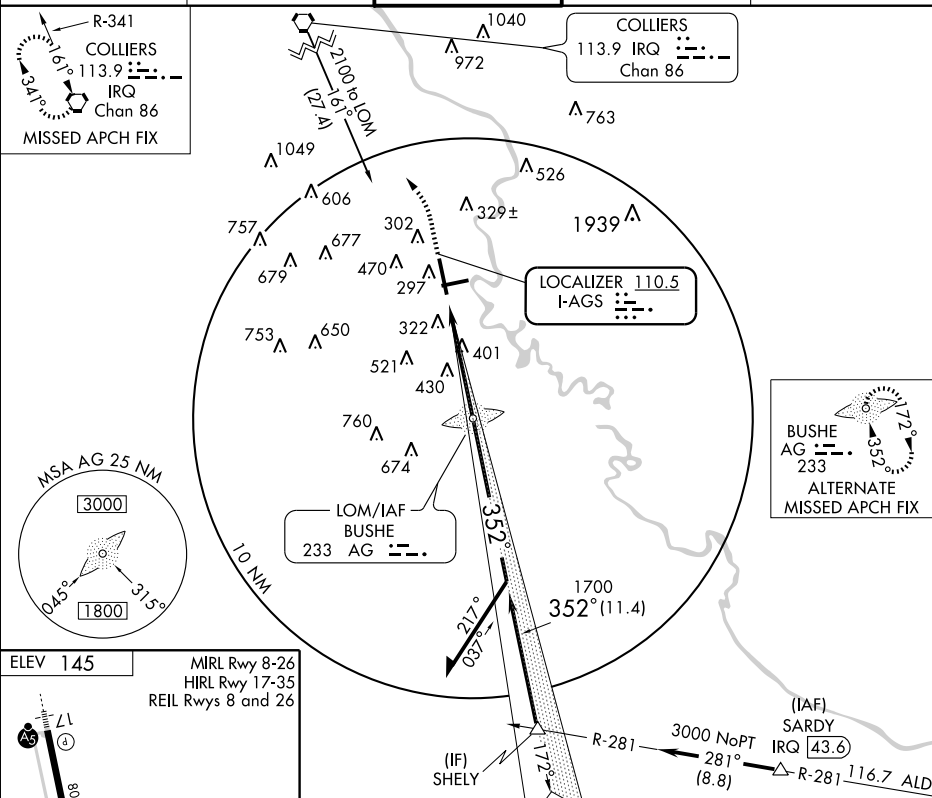
AUGUSTA RGNL AT BUSH FIELD (AGS)

▲ If local altimeter setting not received, use Daniel Field altimeter setting and increase DA to 391 feet; increase all MDAs 60 feet.
ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
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600

↑

2100

↶

IRQ

113.9

LOM

1648

172°

2000

352°

1700

GS 3.00°

TCH 55

Remain within 10 NM

VGSI and ILS glidepath not coincident.

4.5 NM

CATEGORY	A	B	C	D
S-ILS 35	*336/24 200 (200-½)			
S-LOC 35	660/24	524 (600-½)	660/50 524 (600-1)	660/60 524 (600-¼)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-¾)	780-2 635 (700-2)

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA TOWER ★
118.7 (CTAF) 239.3
AUGUSTA DEP CON ★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum
climb of 308 feet per NM to 500.

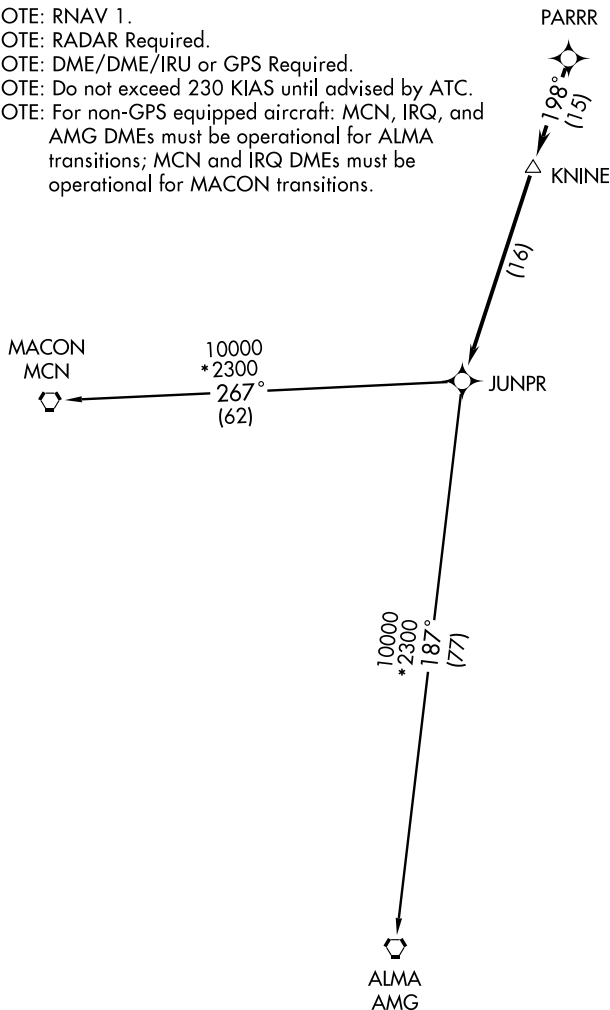
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For non-GPS equipped aircraft: MCN, IRQ, and
AMG DMEs must be operational for ALMA
transitions; MCN and IRQ DMEs must be
operational for MACON transitions.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JUNPR TWO DEPARTURE (RNAV)

(JUNPR2.JUNPR) 09071



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

KAOLN THREE DEPARTURE (RNAV)

AUGUSTA TOWER ★
118.7 (CTAF) 239.3
AUGUSTA DEP CON ★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwys 17, 35: Standard. ATC climb of 489 feet per NM to 6000.

Rwy 8: Standard with minimum obstacle climb of 392 feet per NM to 2600. ATC climb of 489 feet per NM to 6000.

Rwy 26: 300-1¾ or Standard with minimum obstacle climb of 323 feet per NM to 500. ATC climb of 489 feet per NM to 6000.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Tree 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Tree 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

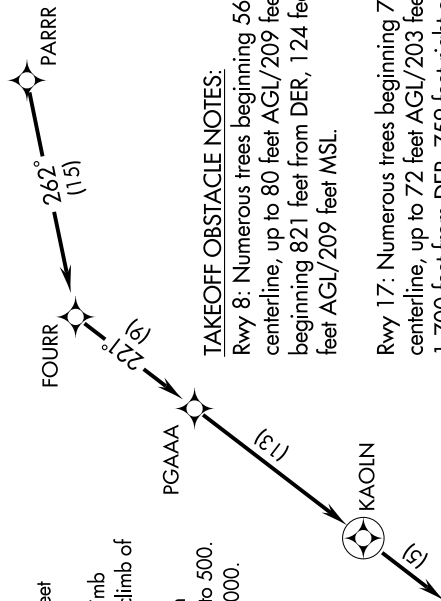
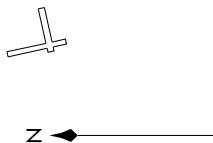
NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.

NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.



KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

SL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum
climb of 308 feet per NM to 500.

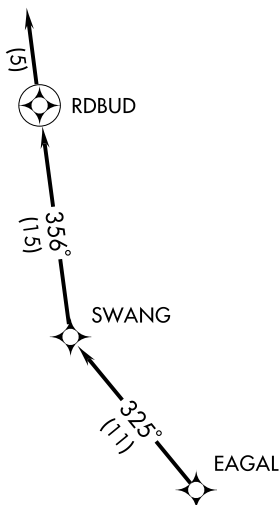
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft only during Masters golf
tournament week.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

RDBUD TWO DEPARTURE (RNAV)

(RDBUD2.RDBUD) 09071

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

APP CRS	Rwy ldg	6001
082°	TDZE	137
	Apt Elev	145

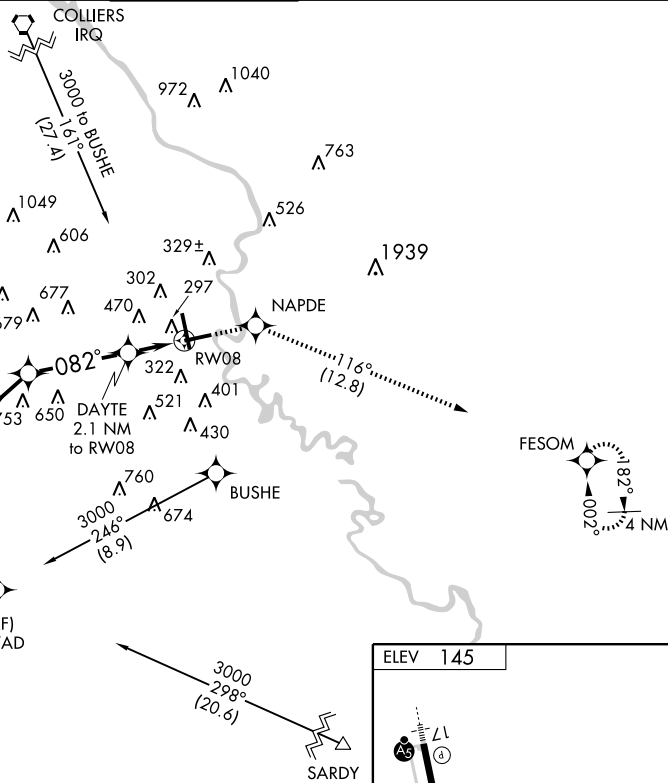
RNAV (GPS) RWY 8

AUGUSTA RGNL AT BUSH FIELD (AGS)

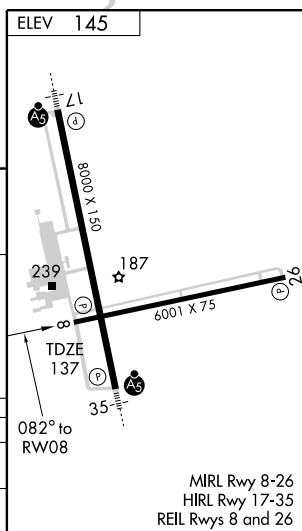
▼ NA ASR	Straight-in minimums NA at night. Circling to Rwy 8 NA at night. When VGSI inoperative, circling Rwy 26 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct NAPDE WP and climbing right turn via 116° track to FESOM WP and hold.
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ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
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Procedure NA for arrival on IRQ
 VORTAC airway radials 118
 CW 154.



	CESGO	GONRE	DAYE 2.1 NM to RW08	RW08
	2000	2000	840	
Procedure Turn NA	052°	082°	3.00° TCH 55	
	6 NM	3.6 NM	2.1 NM	
CATEGORY	A	B	C	D
RNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

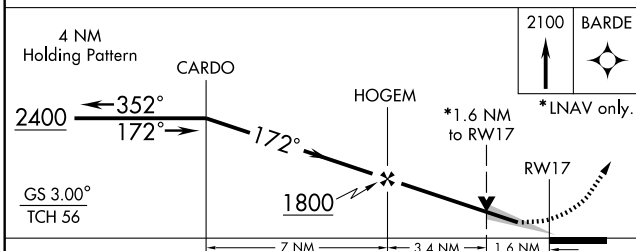
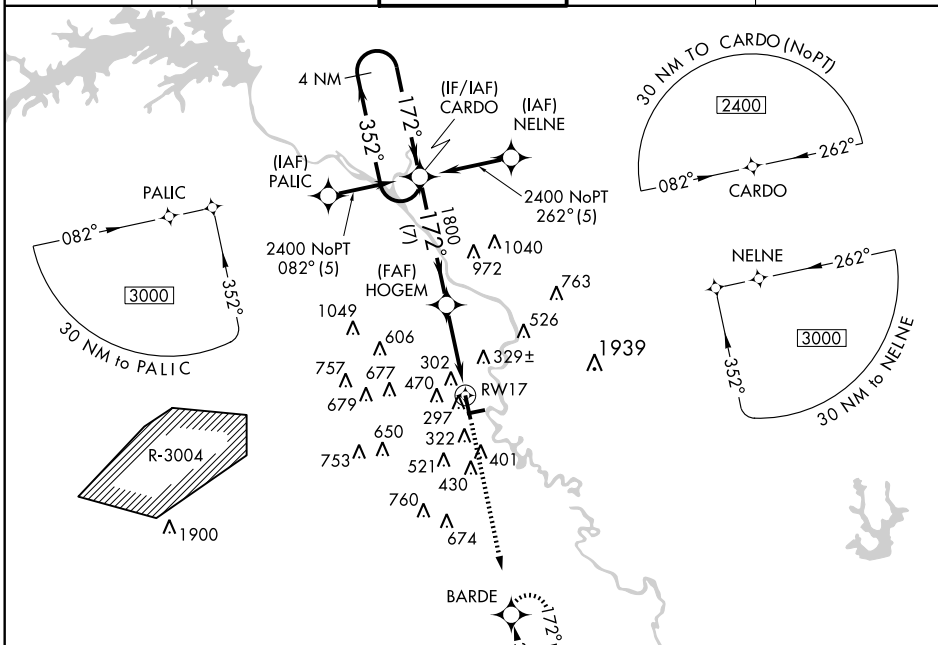


WAAS CH 77504 W17A	APP CRS 172°	Rwy Idg 8000 TDZE 145 Apt Elev 145
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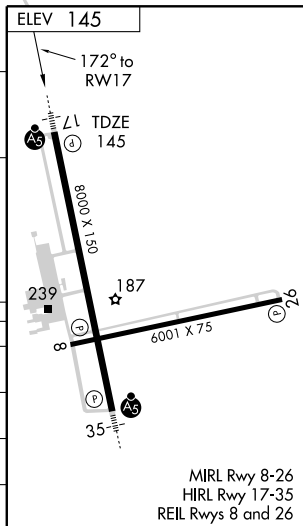
RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

<div><div><div></div></div><div>ASR</div></div>	DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). When VGSI inoperative, circling Rwy 26 NA at night. Circling to Rwy 8 NA at night.		<div><div><div></div></div><div>MALSR</div></div> <div><div><div></div></div><div>AS</div></div>	MISSED APPROACH: Climb to 2100 direct BARDE and hold.	
	ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 0 239.3	GND CON 121.9 348.6	



CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
LNAV/ VNAV DA	700-1½ 555 (600-1½)			
LNAV MDA	700/24 555 (600-½)	700/50 555 (600-1)	700/60 555 (600-¼)	
CIRCLING	780-2 635 (700-2)			



APP CRS	Rwy Idg	6001
272°	TDZE	139
	Apt Elev	145

RNAV (GPS) RWY 26

AUGUSTA RGNL AT BUSH FIELD (AGS)

▼ When VGSI inoperative, straight-in/circling Rwy 26 procedure NA at night. Circling to Rwy 8 NA at night. DME/DME ASR RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct KATDE WP and climbing left turn via 209° track to BOYAD WP and hold.

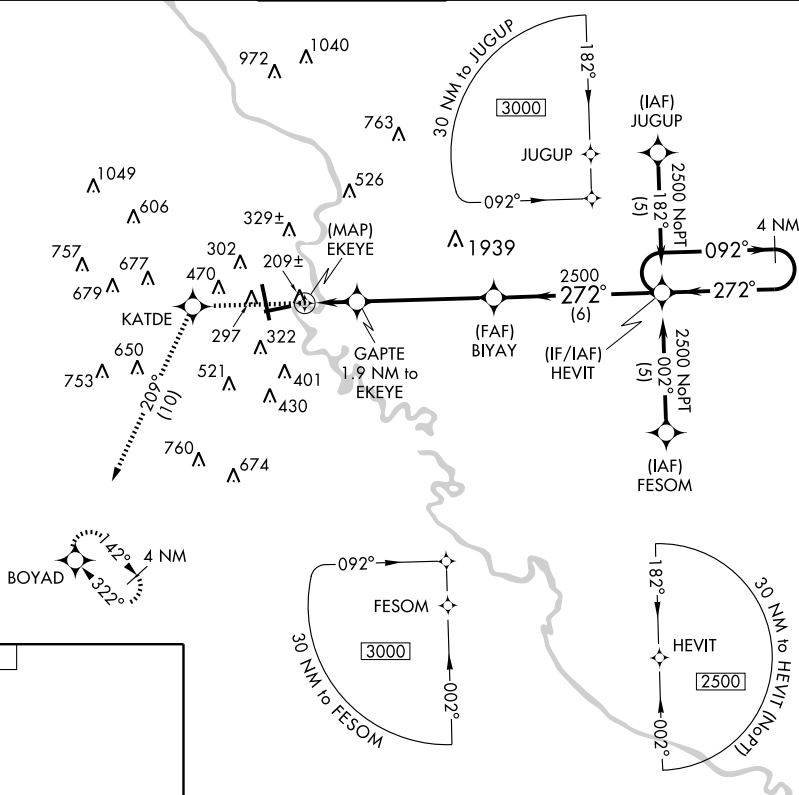
ATIS
132.75

AUGUSTA APP CON ★
126.8 270.3

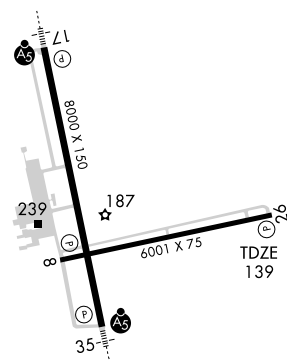
AUGUSTA TOWER ★
118.7 (CTAF) 239.3

GND CON
121.9 348.6

UNICOM
122.95



ELEV 145



MIRL Rwy 8-26
HIRL Rwy 17-35
REIL Rws 8 and 26

3000	KATDE	BOYAD	VGSI and descent angles not coincident.		4 NM Holding Pattern
			BIYAY	HEVIT	
			209° TRK		
			GAPTE 1.9 NM to EKEYE		
			EKEYE		
			940		
			≤ 3.00° TCH 55		
			0.5	1.9 NM	4.9 NM
			6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	540-1	401 (400-1)	540-1¼	401 (400-1¼)	
CIRCLING	780-1	635 (700-1)	780-1¾	780-2	
			635 (700-1¾)	635 (700-2)	

WAAS CH 97303 W35A	APP CRS 352°	Rwy Idg TDZE 136 Apt Elev 145
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RNAV (GPS) RWY 35

AUGUSTA RGNL AT BUSH FIELD (AGS)

ASR DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling Rwy 26 NA at night.
Circling to Rwy 8 NA at night.

MALSR



MISSED APPROACH: Climb to
2400 direct CARDO and hold.

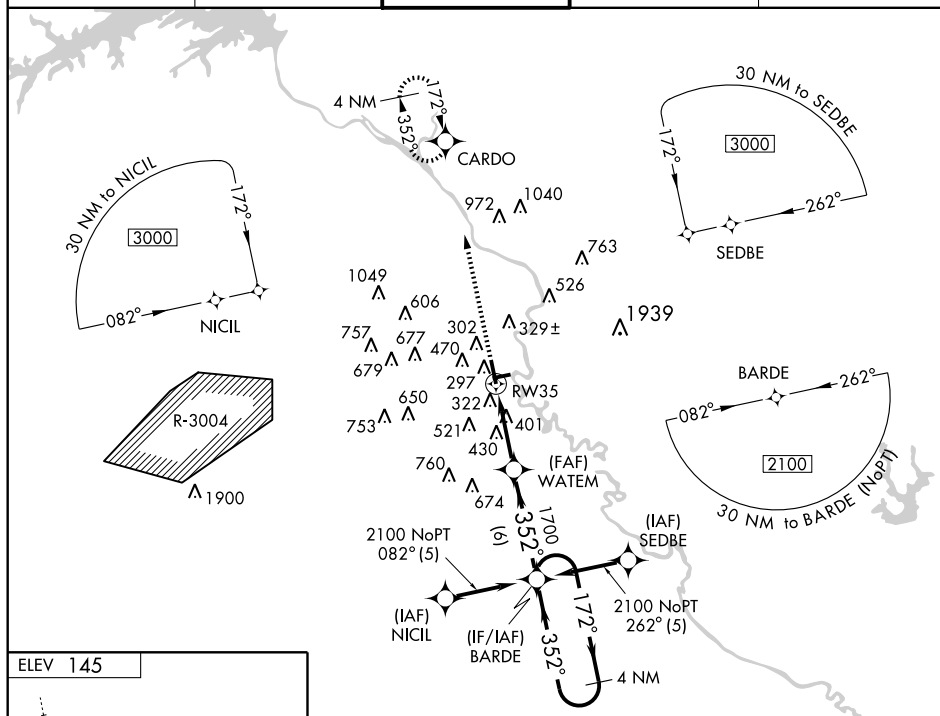
ATIS
132.75

AUGUSTA APP CON ★
126.8 270.3

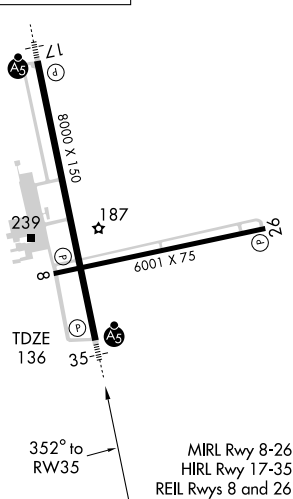
AUGUSTA TOWER ★
118.7 (CTAF) 239.3

GND CON
121.9 348.6

UNICOM
122.95



ELEV 145



*RNAV only.

*1.6 NM to RW35

RW35

1.6 NM

3.1 NM

6 NM

CATEGORY

LPV DA

LNNAV/ VNAV DA

LNNAV MDA

CIRCLING

AUGUSTA, GEORGIA

Amdt 1 10154

33° 22'N-81° 58'W

AUGUSTA RGNL AT BUSH FIELD (AGS)

RNAV (GPS) RWY 35

2400 CARDO

4 NM Holding Pattern

WATERM

BARDE

172°

352°

2100

GS 3.00°

TCH 55

AUGUSTA, GEORGIA

Amdt 1 10154

33° 22'N-81° 58'W

AUGUSTA RGNL AT BUSH FIELD (AGS)

RNAV (GPS) RWY 35

AUGUSTA, GEORGIA

Amdt 1 10154

33° 22'N-81° 58'W

AUGUSTA RGNL AT BUSH FIELD (AGS)

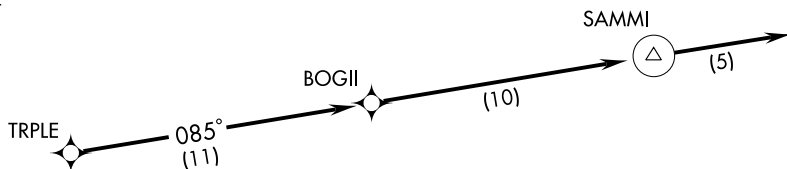
RNAV (GPS) RWY 35

(SAMMI2.SAMMI) 08157

SAMMI TWO DEPARTURE (RNAV)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

AUGUSTA TOWER ★
118.7 (CTAF) 239.3
AUGUSTA DEP CON ★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD.

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

SAMMI TWO DEPARTURE (RNAV)


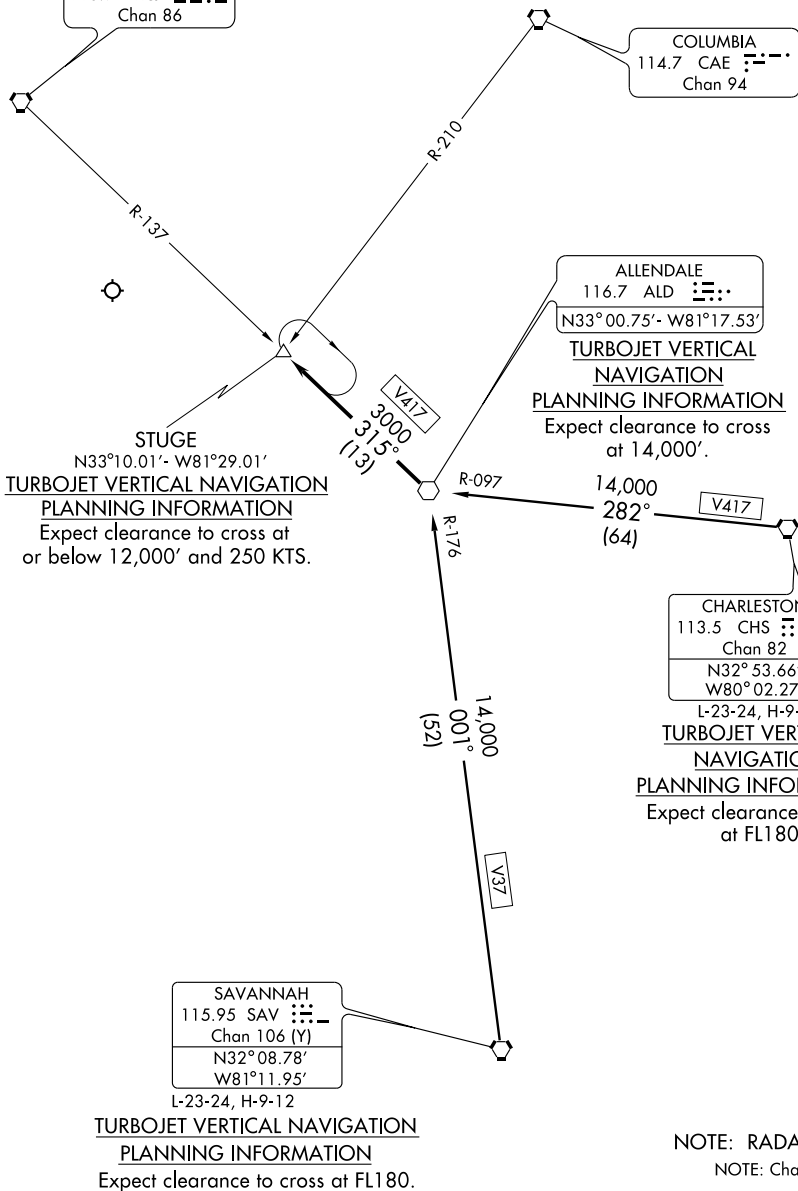
(SAMMI2.SAMMI) 08157

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA APP CON ★
119.15 284.625
AUGUSTA RGNL ATIS
132.75COLLIERS
113.9 IRQ 
Chan 86COLUMBIA
114.7 CAE 
Chan 94

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD

STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA, GEORGIA

ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA)

AUGUSTA, GEORGIA

AUGUSTA APP CON ★
119.15 284.625
AUGUSTA RGNL ATIS
132.75

GREENSBORO
116.2 GSO
Chan 109
N36°02.74' - W79°58.58'
L-25-36, H-9-12

LIARS
N34°47.21' - W80°36.23'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE
115.2 FLO
Chan 99
N34°13.98' - W79°39.43'
L-23-24-35-36, H-9-12

DOUGH
N34°00.74' - W80°58.77'

COLLIERS
113.9 IRQ
Chan 86

CAE 21
4 DME
3000
240
(25)

DANIEL FIELD

AUGUSTA RGNL
AT BUSH FIELD

PAANE
N33°30.09' - W81°43.80'

STWRT
N33°38.12' - W81°28.63'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross
at 11000' and 250K.

COLUMBIA
114.7 CAE
Chan 94
N33°51.44' - W81°03.23'
L-23-24, H-9-12

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross
at or below 16000'.

COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

STWRT TWO ARRIVAL (STWRT.STWRT2)

AUGUSTA, GEORGIA

VORTAC IRQ 113.9 Chan 86	APP CRS 157°	Rwy Idg 8000 TDZE 145 Apt Elev 145
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VOR/DME RWY 17
AUGUSTA RGNL AT BUSH FIELD (AGS)

T
ASR

ADF REQUIRED

MALSR



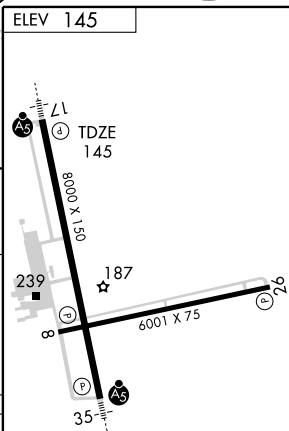
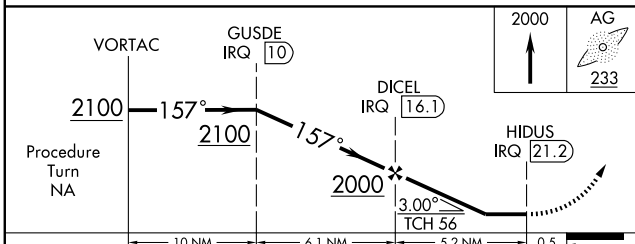
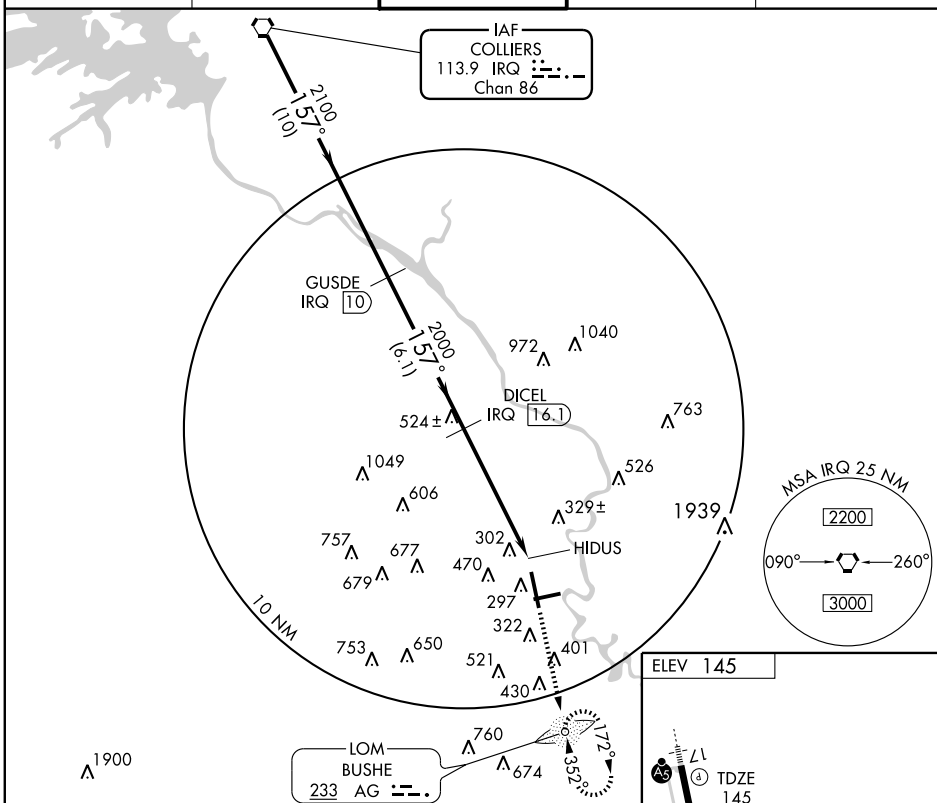
MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS
132.75

AUGUSTA APP CON ★
126.8 270.3

AUGUSTA TOWER ★
118.7 (CTAF) 239.3

GND CON
121.9 348.6

UNICOM
122.95

CATEGORY	A	B	C	D
S-17	720/24 575 (600-½)	720/40 575 (600-¾)	720/50 575 (600-1)	720/60 575 (600-1¼)
CIRCLING	780-1 635 (700-1)	780-1¼ 635 (700-1¼)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

MIRL Rwy 8-26
HIRL Rwy 17-35
REIL Rwy 8 and 26

AUGUSTA, GEORGIA
Amdt 3 10154

33° 22'N-81° 58'W

AUGUSTA RGNL AT BUSH FIELD (AGS)
VOR/DME RWY 17

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DANIEL FLD (DNL) 1 W UTC-5(-4DT) N33°27.99' W82°02.36'

ATLANTA

423 B S4 FUEL 100LL, JET A+ OX 4 NOTAM FILE DNL

L-241

RWY 05-23: H4002X100 (ASPH) S-12.5 MIRL 1.2% up NE

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 200'. Tree.

RWY 23: PAPI(P2L)—GA 3.3° TCH 32'. Thld dsplcd 288'. Road.

RWY 11-29: H3738X100 (ASPH) S-12.5 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 326'. Fence.

RWY 29: REIL. Thld dsplcd 315'. Trees.

AIRPORT REMARKS: Attended 1200-dusk. Pilots should be alert for turbo-jet t/c transiting the t/c area enroute to Bush Field 6 miles S. Extension E end Rwy 11-29 unlgtd and unmarked. Rwy 29 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 05, Rwy 23 and Rwy 11—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (706) 481-8629

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.3 (MACON RADIO)

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z‡) CLNC DEL 128.1

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 161° 15.7 NM to fld. 428/04W.

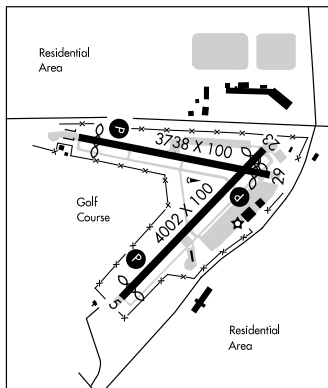
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 280° 2.1 NM to fld. NOTAM FILE MCN.

Unmonitored when AGS twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 341° 11.7 NM to fld. NOTAM FILE AGS.

ASR (1145-0400Z‡)

COMM/NAV/WEATHER REMARKS: To obtain clearances and cancel flight plans from the ground ctc App Con.



BACON CO (See ALMA)

BAINBRIDGE

DECATUR CO INDUSTRIAL AIRPARK (BGE) 6 NW UTC-5(-4DT) N30°58.30' W84°38.22'

JACKSONVILLE

141 B S2 FUEL 100LL, JET A+ TPA—See Remarks NOTAM FILE MCN

H-9A, 12F, L-21D, 221

RWY 09-27: H5502X149 (ASPH) S-24 MIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 27: MALSR PAPI(P2L)—GA 3.0° TCH 41'.

RWY 14-32: H5003X100 (ASPH) S-24

RWY 14: Trees. RWY 32: Trees.

AIRPORT REMARKS: Attended 1200-2300Z‡. Self svc fuel 24 hrs with credit card. For after hrs svc call 912-246-7442. Extensive student pilot training on and in/ovf arpt. Rwy 14-32 has 100' X 100' blast pads each end. TPA—1141(1000) for non-turbine acft, 1641(1500) for turbine acft. PAPI Rwy 09-27 opr cont and MIRL Rwy 09-27 preset med ints dusk-0300Z‡, to increase ints—CTAF. After 0300Z‡ ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PAPI Rwy 27—CTAF. MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (229) 248-2104.

COMMUNICATIONS: CTAF/UNICOM: 122.975

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400-1100Z‡)

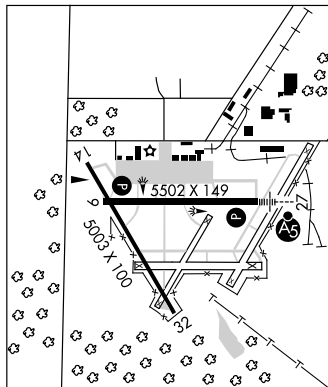
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 066° 27.5 NM to fld. 120/00E.

WILLIS NDB (MHW) 359 LYZ N30°58.36' W84°31.56' 273° 5.7 NM to fld. NOTAM FILE MCN.

COMM/NAV/WEATHER REMARKS: All acft operating locally at BGE must have a two-way radio capable of transmitting/receiving on CTAF frequency; one-stop transient acft are exempt from this requirement.



BALDWIN CO (See MILLEDGEVILLE)

BARROW CO (See WINDER)

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

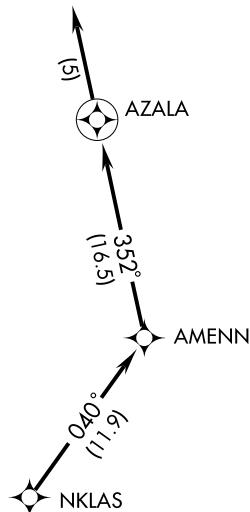
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.



TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AZALA TWO DEPARTURE (RNAV)

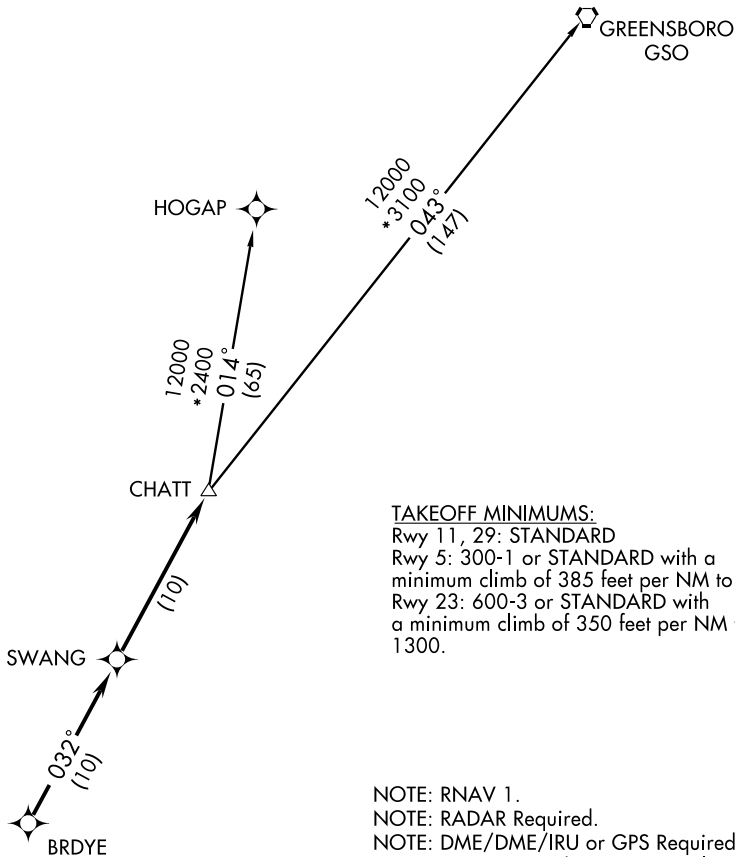
(AZALA2.AZALA) 08269

AUGUSTA, GEORGIA
AUGUSTA/ DANIEL FIELD (DNL)

CHATT TWO DEPARTURE (RNAV)

AUGUSTA/ DANIEL FIELD (DNL)
AUGUSTA, GEORGIA

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

- NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

CHATT TWO DEPARTURE (RNAV)

AUGUSTA, GEORGIA
AUGUSTA/ DANIEL FIELD (DNL)

08269

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143’ from DER, 260’ right of centerline, 430 MSL. Building 315’ from DER, 350’ right of centerline, 50’ AGL/479’ MSL. Numerous trees beginning 992’ from DER, 12’ right of centerline, up to 100’ AGL/569’ MSL. Road and vehicle 348’ from DER, on centerline, 17’ AGL/446’ MSL. Terrain beginning 178’ from DER, 134’ left of centerline up to 466’ MSL. Building 392’ from DER, 207’ left of centerline, 50’ AGL/489’ MSL. Numerous trees beginning 636’ from DER, 12’ left of centerline, up to 100’ AGL/579’ MSL.

Rwy 11: Hangar 7’ from DER, 493’ right of centerline, 50’ AGL/479’ MSL. Road and vehicle 253’ from DER, on centerline, 17’ AGL/446’ MSL. Numerous trees beginning 449’ from DER, 138’ right of centerline, up to 100’ AGL/529’ MSL. Building 2,232’ from DER, 480’ right of centerline, 106’ AGL/509’ MSL. Terrain beginning 80’ from DER, 146’ left of centerline, up to 430’ MSL. Building 251’ from DER, 531’ left of centerline, 50’ AGL/479’ MSL. Building 483’ from DER, 286’ left of centerline, 50’ AGL/479’ MSL. Numerous trees beginning 564’ from DER, 145’ left of centerline, up to 100’ AGL/529’ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437’ right of centerline, 600’ AGL/965’ MSL. Numerous trees beginning 164’ from DER, 10’ left of centerline, up to 100’ AGL/459’ MSL. Numerous trees beginning 5’ from DER, 113’ right of centerline, up to 100’ AGL/459’ MSL. Building 279’ from DER, 114’ right of centerline, 50’ AGL/409’ MSL.

Rwy 29: Numerous trees beginning 7’ from DER, 117’ left of centerline, up to 100’ AGL/539’ MSL. Building 311’ from DER, 140’ left of centerline, 50’ AGL/459’ MSL. Road and vehicle 4’ from DER, 229’ right of centerline, 17’ AGL/446’ MSL. Numerous trees beginning 31’ from DER, 3’ right of centerline, up to 100’ AGL/539’ MSL. Building 1,480’ from DER, 739’ right of centerline, 50’ AGL/489’ MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★

126.8 270.3

ATLANTA CENTER CLNC DEL★

128.1

CTAF

123.05

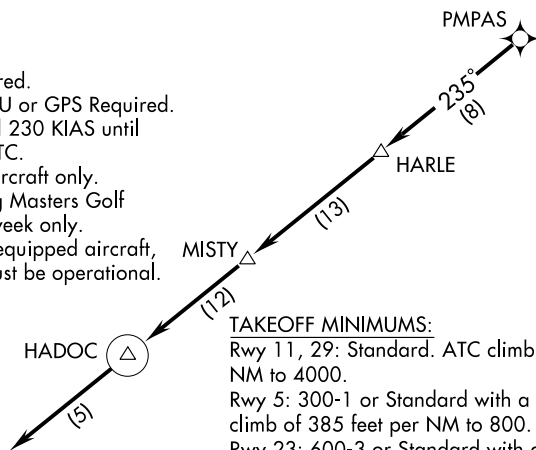
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until
advised by ATC.

NOTE: For turbojet aircraft only.

NOTE: For use during Masters Golf
Tournament week only.NOTE: For non-GPS equipped aircraft,
AHN DME must be operational.

TAKEOFF MINIMUMS:

Rwy 11, 29: Standard. ATC climb of 210 feet per
NM to 4000.Rwy 5: 300-1 or Standard with a minimum obstacle
climb of 385 feet per NM to 800.Rwy 23: 600-3 or Standard with a minimum obstacle
climb of 350 feet per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.

MISTY THREE DEPARTURE (RNAV)

(MISTY3.HADOC) 09071

NDB AG
233

APP CRS
342°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
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33	100	100
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37	100	100
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39	100	100
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85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
423

NDB/DME-C

AUGUSTA/ DANIEL FIELD (DNL)



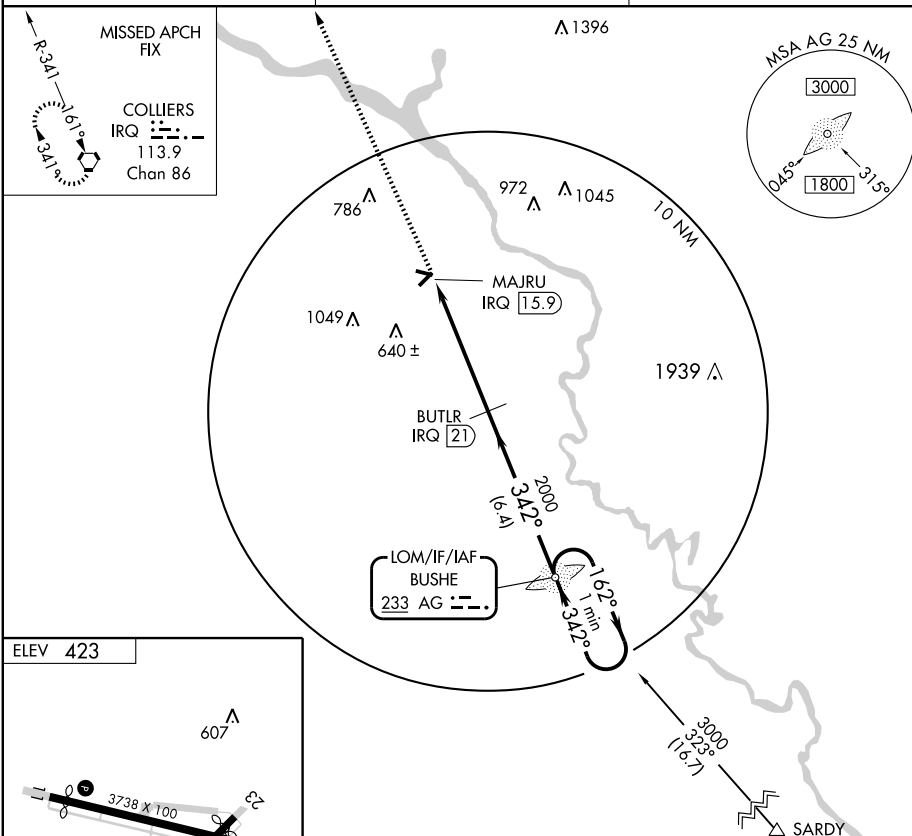
△ NA
ASR

When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase Cat C visibility $\frac{1}{4}$ mile. Simultaneous reception of AG LOM and IRQ DME required.

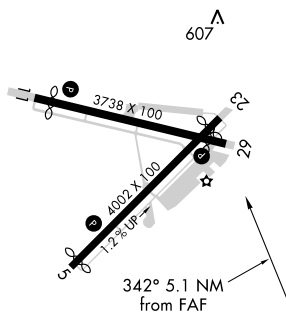
MISSED APPROACH: Climb to 3000
direct IRQ VORTAC and hold.

ASOS
135.275

AUGUSTA APP CON★
126.8 270.3

UNICOM
123.05 (CTAF) **L**

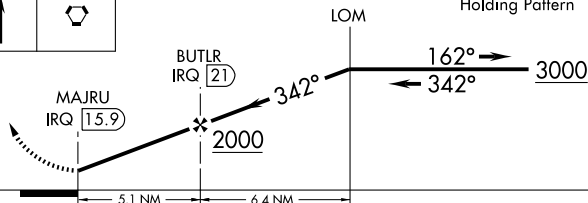
ELEV 423



REIL Rwys 11 and 29 **L**
MIRL Rwys 5-23 and 11-29 **L**

AUGUSTA, GEORGIA
Amdt 4 23SEP10

One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	1000-1 5ZZ (600-1)	1000-1¼ 5ZZ (600-1¼)	1000-1½ 5ZZ (600-1½)	1020-2 59Z (600-2)

AUGUSTA/ DANIEL FIELD (DNL)

NDB/DME-C

33° 28' N-82° 02' W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

NDB EMR 385	APP CRS 104°	Rwy Idg TDZE Apt Elev	3412 422 423
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NDB RWY 11

AUGUSTA/ DANIEL FIELD (DNL)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase S-11 and Circling Cats C and D visibility ¼ mile.

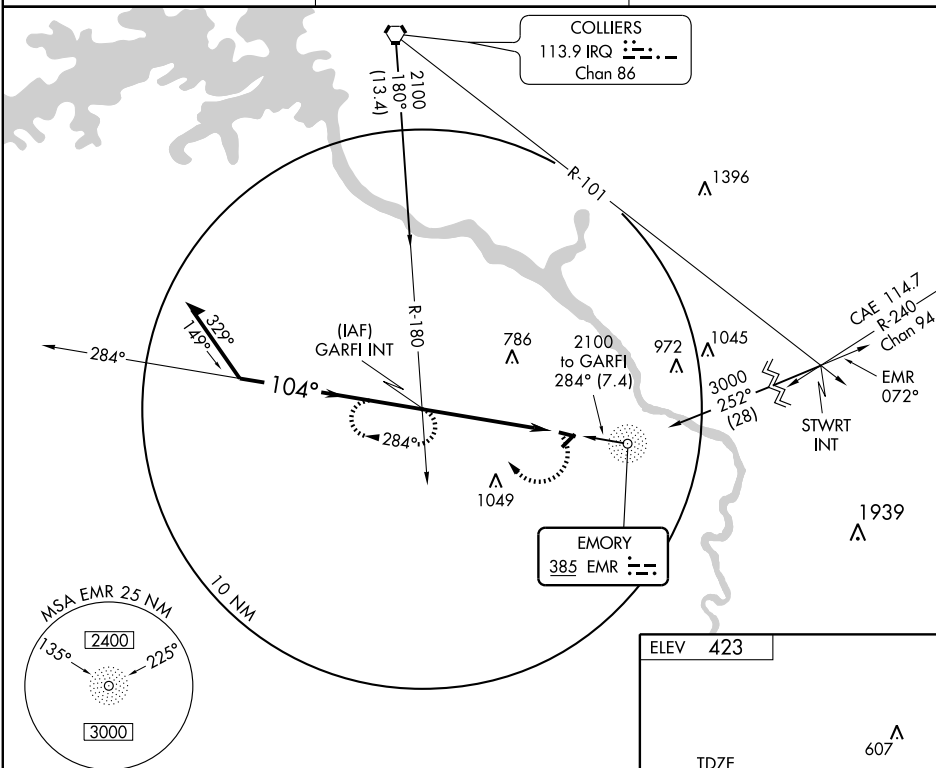
▲ ASR

MISSED APPROACH: Climbing right turn to 2100 heading 335° and EMR 284° bearing to GARFI INT and hold.

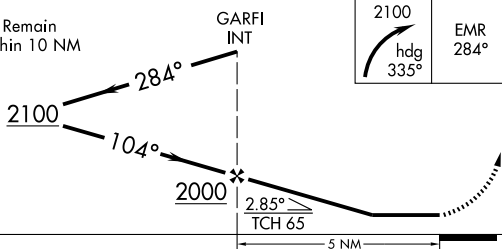
ASOS
135.275

AUGUSTA APP CON ★
126.8 270.3

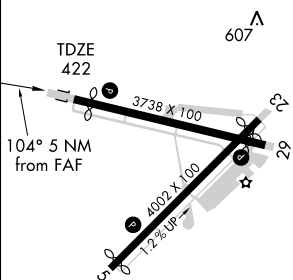
UNICOM
123.05 (CTAF) 0



Remain
within 10 NM



ELEV 423



CATEGORY	A	B	C	D
S-11	1040-1 618 (700-1)		1040-1¾ 618 (700-1¾)	1040-2 618 (700-2)
CIRCLING	1040-1 617 (700-1)		1040-1¾ 617 (700-1¾)	1040-2 617 (700-2)

REIL Rwy 11 and 29 0
MIRL Rwy 5-23 and 11-29 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

AUGUSTA DEP CON ★
 126.8 270.3
 ATLANTA CENTER CLNC DEL ★
 128.1
 CTAF
 123.05

TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.

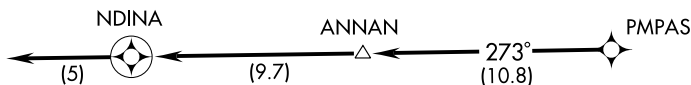
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

APP CRS **108°**
Rwy Idg **3412**
TDZE **422**
Apt Elev **423**

RNAV (GPS) RWY 11

AUGUSTA/DANIEL FIELD (DNL)

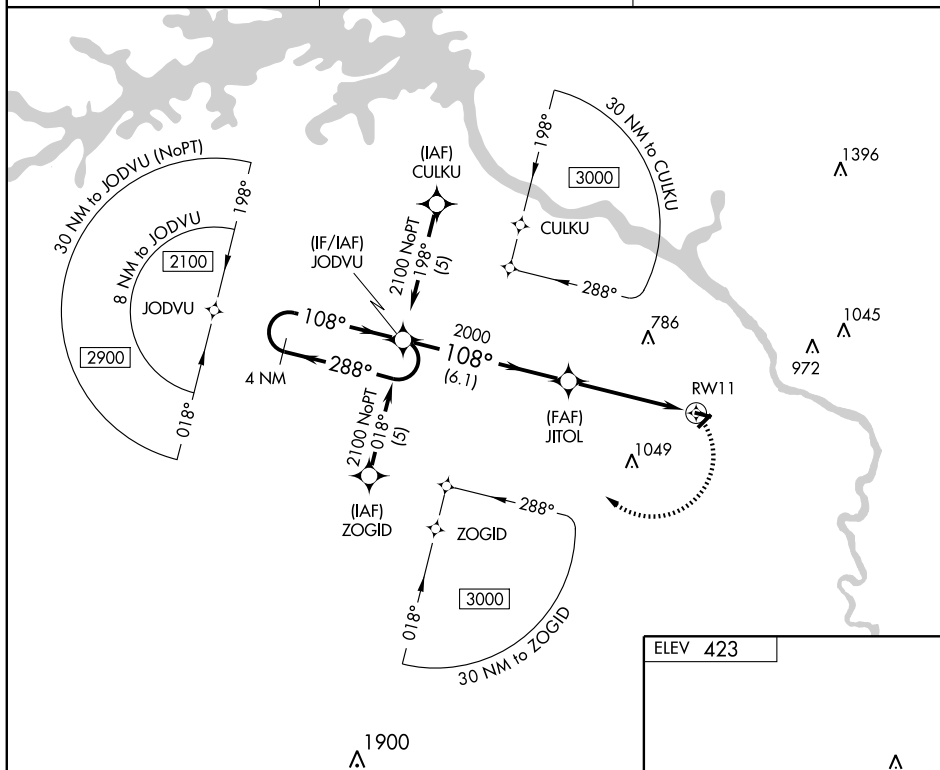
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
ASR

MISSED APPROACH: Climbing right turn to 2100 direct JODVU and hold.

ASOS
135.275

AUGUSTA APP CON ★
126.8 270.3

UNICOM
123.05 (CTAF) 0



4 NM
Holding Pattern

JODVU

2100

288°

108°

108°

JITOL

2000

3.04°

TCH 65

RW11

6.1 NM

4.7 NM

2100

JODVU

ELEV 423

TDZE 422

108° to RW11

3738 X 100

4002 X 100

12° UP

CATEGORY	A	B	C	D
LNAV MDA	980-1	558 (600-1)	980-1½ 558 (600-½)	980-1¾ 558 (600-¾)
CIRCLING	980-1	557 (600-1)	980-1½ 557 (600-½)	980-2 557 (600-2)

REIL Rwy 11 and 29 0
MIRL Rwy 5-23 and 11-29 0

SAMMI TWO DEPARTURE (RNAV)

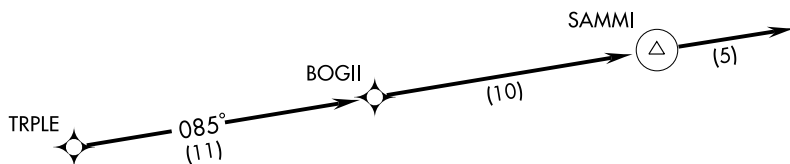
AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a
minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with
a minimum climb of 350 feet per NM to
1300.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

SAMMI TWO DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA)

AUGUSTA, GEORGIA

AUGUSTA APP CON ★
119.15 284.625
AUGUSTA RGNL ATIS
132.75

GREENSBORO
116.2 GSO
Chan 109
N36°02.74' - W79°58.58'
L-25-36, H-9-12

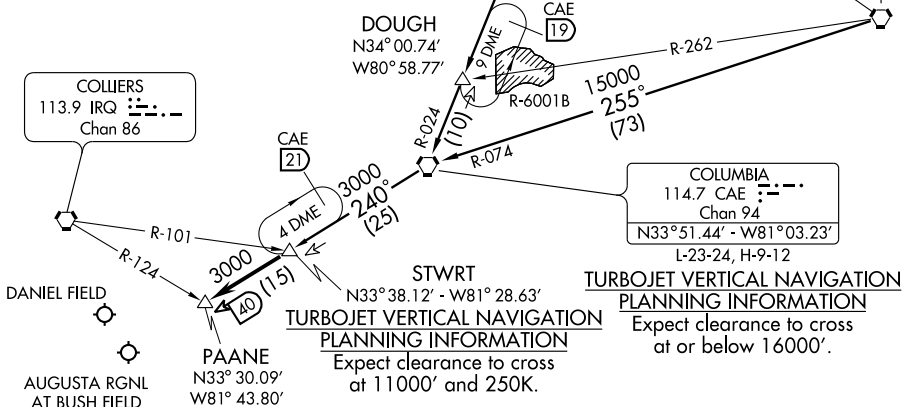
LIARS
N34°47.21' - W80°36.23'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE
115.2 FLO
Chan 99
N34°13.98' - W79°39.43'
L-23-24-35-36, H-9-12



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

STWRT TWO ARRIVAL (STWRT.STWRT2)

AUGUSTA, GEORGIA

VORTAC IRQ 113.9 Chan 86	APP CRS 161°	Rwy Idg TDZE Apt Elev	N/A N/A 423
--	------------------------	-----------------------------	--

VOR/DME-B

AUGUSTA/ DANIEL FIELD (DNL)



When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct IRQ VORTAC and hold.

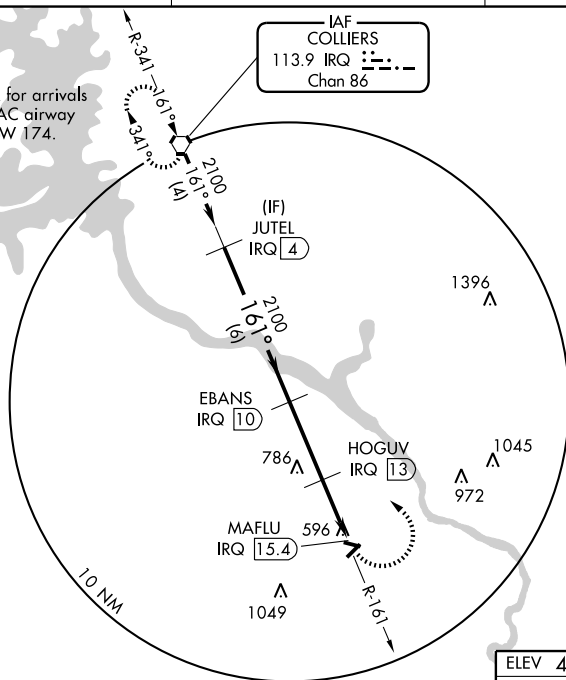
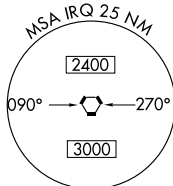
ASOS
135.275

AUGUSTA APP CON ★
126.8 270.3

UNICOM
123.05 (CTAF) **0**

Procedure NA for arrivals on IRQ VORTAC airway radials 118 CW 174.

IAF
COLLIERS
113.9 IRQ
Chan 86



Procedure

Turn

NA

JUTEL
IRQ **4**

EBANS
IRQ **10**

HOGUV
IRQ **13**

MAFLU
IRQ **15.4**

2100

2100

1160

6 NM

3 NM

2.4 NM

CATEGORY

A

B

C

D

CIRCUING

920-1 497 (500-1)

920-1½ 497 (500-1½)

1020-2 597 (600-2)

REIL Rwy 11 and 29 **0**
MIRL Rwy 5-23 and 11-29 **0**

AUGUSTA, GEORGIA

Amdt 1 23SEP10

AUGUSTA/DANIEL FIELD (DNL)

VOR/DME-B

33° 28'N-82° 02'W

SE-4, 21 OCT 2010 to 18 NOV 2010

DANIEL FLD (DNL) 1 W UTC-5(-4DT) N33°27.99' W82°02.36'

ATLANTA

423 B S4 FUEL 100LL, JET A+ OX 4 NOTAM FILE DNL

L-241

RWY 05-23: H4002X100 (ASPH) S-12.5 MIRL 1.2% up NE

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 200'. Tree.

RWY 23: PAPI(P2L)—GA 3.3° TCH 32'. Thld dsplcd 288'. Road.

RWY 11-29: H3738X100 (ASPH) S-12.5 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 326'. Fence.

RWY 29: REIL. Thld dsplcd 315'. Trees.

AIRPORT REMARKS: Attended 1200-dusk. Pilots should be alert for turbo-jet t/c transiting the t/c area enroute to Bush Field 6 miles S. Extension E end Rwy 11-29 unlgtd and unmarked. Rwy 29 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 05, Rwy 23 and Rwy 11—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (706) 481-8629

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.3 (MACON RADIO)

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z‡) CLNC DEL 128.1

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 161° 15.7 NM to fld. 428/04W.

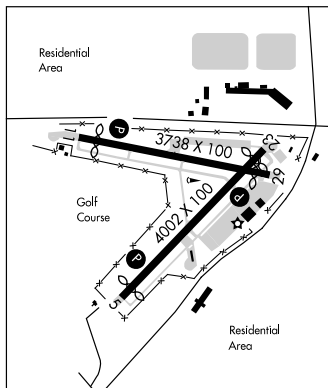
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 280° 2.1 NM to fld. NOTAM FILE MCN.

Unmonitored when AGS twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 341° 11.7 NM to fld. NOTAM FILE AGS.

ASR (1145-0400Z‡)

COMM/NAV/WEATHER REMARKS: To obtain clearances and cancel flight plans from the ground ctc App Con.



BACON CO (See ALMA)

BAINBRIDGE

DECATUR CO INDUSTRIAL AIRPARK (BGE) 6 NW UTC-5(-4DT) N30°58.30' W84°38.22'

JACKSONVILLE

141 B S2 FUEL 100LL, JET A+ TPA—See Remarks NOTAM FILE MCN

H-9A, 12F, L-21D, 221

RWY 09-27: H5502X149 (ASPH) S-24 MIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 27: MALSR PAPI(P2L)—GA 3.0° TCH 41'.

RWY 14-32: H5003X100 (ASPH) S-24

RWY 14: Trees. RWY 32: Trees.

AIRPORT REMARKS: Attended 1200-2300Z‡. Self svc fuel 24 hrs with credit card. For after hrs svc call 912-246-7442. Extensive student pilot training on and in/ovf arpt. Rwy 14-32 has 100' X 100' blast pads each end. TPA—1141(1000) for non-turbine acct, 1641(1500) for turbine acct. PAPI Rwy 09-27 opr cont and MIRL Rwy 09-27 preset med ints dusk-0300Z‡, to increase ints—CTAF. After 0300Z‡ ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PAPI Rwy 27—CTAF. MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (229) 248-2104.

COMMUNICATIONS: CTAF/UNICOM: 122.975

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400-1100Z‡)

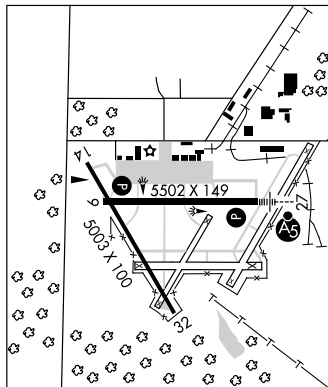
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 066° 27.5 NM to fld. 120/00E.

WILLIS NDB (MHW) 359 LYZ N30°58.36' W84°31.56' 273° 5.7 NM to fld. NOTAM FILE MCN.

COMM/NAV/WEATHER REMARKS: All acft operating locally at BGE must have a two-way radio capable of transmitting/receiving on CTAF frequency; one-stop transient acft are exempt from this requirement.



BALDWIN CO (See MILLEDGEVILLE)

BARROW CO (See WINDER)

LOC I-BGE <u>111.35</u>	APP CRS 274°	Rwy Idg TDZE Apt Elev	5502 134 141
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ILS or LOC RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

NA ADF Required. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase S-ILS 27 DA to 429 and all MDA 100 feet; increase S-LOC 27 visibility Cat C, D ¼ mile. For inoperative MALS, when using Tallahassee Rgnl altimeter setting increase S-ILS 27 all Cts visibility 1 mile.

MALS

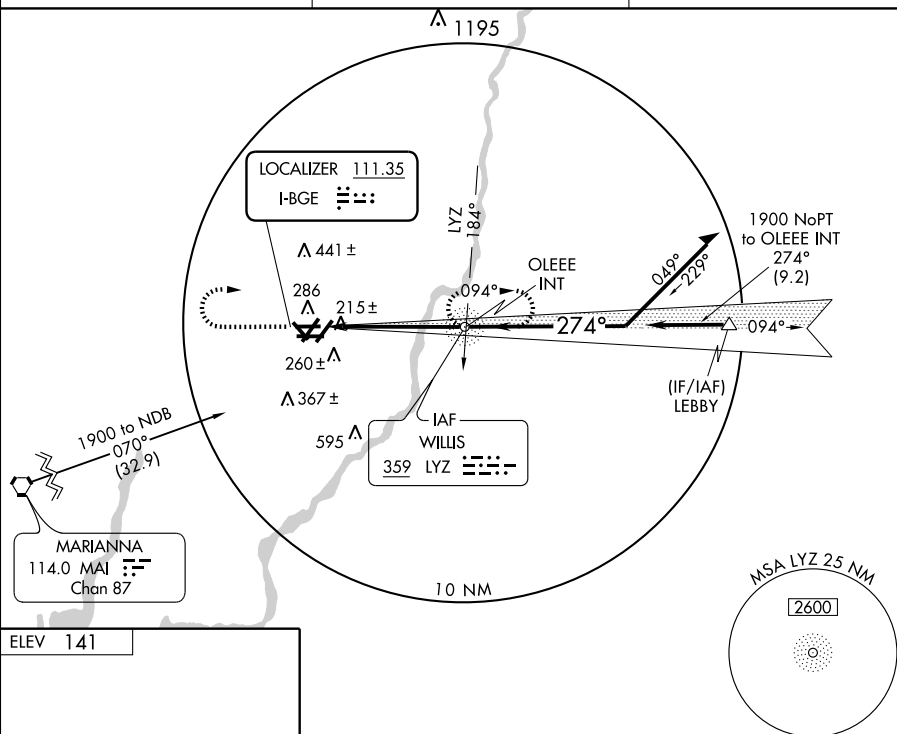


MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

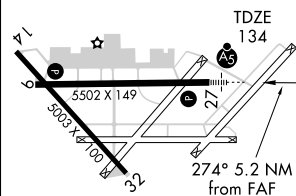
AWOS
121.125

TALLAHASSEE APP CON★
128.7 254.3

UNICOM
122.975 (CTAF) **L**



ELEV	141
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MIRL Rwy 9-27 **L**

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BAINBRIDGE, GEORGIA
Orig-A 23SEP10

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)
30° 58'N-84° 38'W US or LOC PWY 27

ILS or LOC RWY 27

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 45915 W09A	APP CRS 094°	Rwy Idg TDZE Apt Elev	5502 141 141
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RNAV (GPS) RWY 9

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

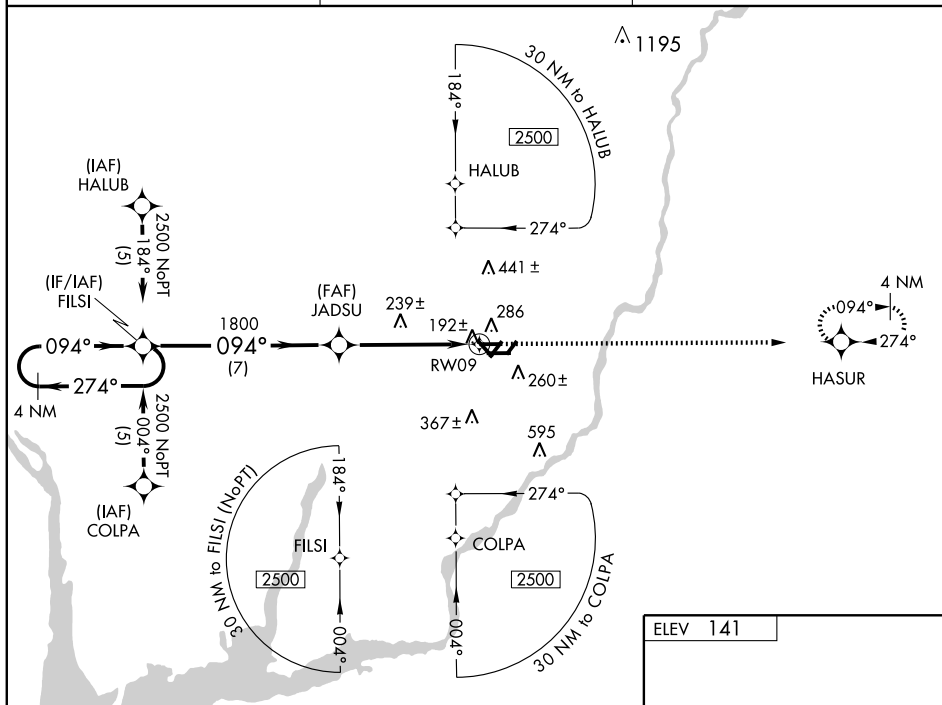
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Tallahassee Rgnl altimeter setting. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 2600 direct
HASUR and hold.

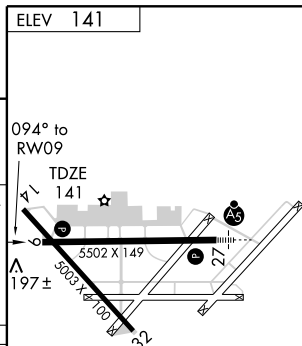
AWOS
121.125

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.975 (CTAF) 0



4 NM Holding Pattern		FILSI	JADSU	2600	HASUR
2500 ← 274°		094° →	094°	1800	
GS 3.00° TCH 40					
		7 NM	3.9 NM	1.1	
CATEGORY	A	B	C	D	
LPV DA		427-1	286 (300-1)		
LNAV/VNAV DA		467-1¼	326 (400-1¼)		
LNAV MDA		540-1	399 (400-1)	540-1¼ 399 (400-1¼)	
CIRCLING	600-1	459 (500-1)	600-1½ 459 (500-1½)	700-2 559 (600-2)	



MIRL Rwy 9-27 0

WAAS CH 40315 W27A	APP CRS 274°	Rwy Idg 5502 TDZE 134 Apt Elev 141
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RNAV (GPS) RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

▼ Baro-VNAV NA when using Tallahassee Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Rgnl altimeter setting. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Tallahassee Rgnl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

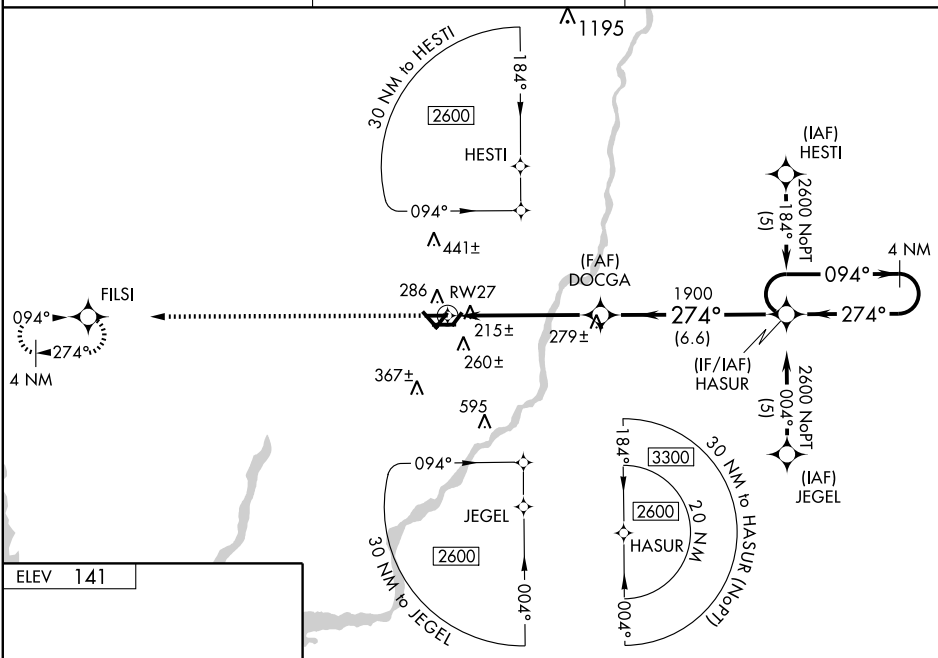


MISSED APPROACH:
Climb to 2500 direct
FILSI and hold.

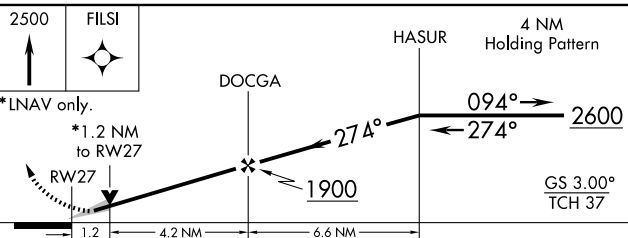
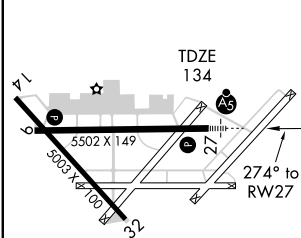
AWOS
121.125

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.975 (CTAF) **0**



ELEV 141



CATEGORY	A	B	C	D
LPV DA	334-½ 200 (200-½)			
LNAV/VNAV DA	556-1 422 (500-1)			
LNAV MDA	540-½ 406 (400-½)	540-¾ 406 (400-¾)	540-1 406 (400-1)	540-1 406 (400-1)
CIRCLING	600-1 459 (500-1)	600-1½ 459 (500-1½)	700-2 559 (600-2)	700-2 559 (600-2)

MIRL Rwy 9-27 **0**

VORTAC MAI	APP CRS	Rwy Idg	N/A
Chan 87	066°	TDZE	N/A
		Apt Elev	142

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

VOR-A

▼ If local altimeter setting not received, use Tallahassee
 ▲ NA Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then
 climbing right turn to 1700 via MAI R-066
 to OOLAY INT/MAI 22 DME and hold.

AWOS
121.125

TALLAHASSEE APP CON★
128.7 254.3

UNICOM
122.975 (CTAF) **0**

MSA MAI 28 NM

2600

▲
 1195

10 NM

(IAF)
 OOLAY INT
 MAI 22

066°

1 min

246°

▲
 441 ±

286

▲

260 ±

▲

367 ±

▲

595

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

▲

2000

31.9°

(22.4)

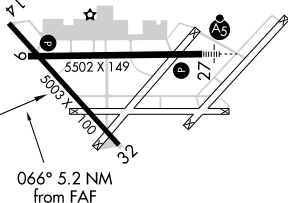
▲

SEMINOLE

117.5 SZW

Chan 122

ELEV 142

MIRL Rwy 9-27 **0**

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute
 Holding Pattern

OOLAY INT
 MAI 22

1200

▲

1700

▲

MAI

R-066

OOLAY
 INT

1700

← 246°

066° →

OOLAY INT

MAI 22

066°

MAI

27.2

066°

MAI

27.2

066°

MAI

27.2

066°

MAI

27.2

5.2 NM

CATEGORY	A	B	C	D
CIRCLING	660-1 518 (600-1)	660-1¼ 518 (600-1¼)	660-1½ 518 (600-1½)	700-2 558 (600-2)

BARWICK LAFAYETTE (See LAFAYETTE)**BAXLEY MUNI** (BHC) 4 S UTC-5(-4DT) N31°42.83' W82°23.63'

201 B FUEL 100LL, JET A TPA-1201(1000) NOTAM FILE MCN

RWY 08-26: H5003X75 (ASPH) S-19 MIRL

RWY 08: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

RWY 26: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z \pm . 24 hr self-serve, credit card fuel avbl. MIRL Rwy 08-26, and PAPI Rwy 08 and Rwy 26 opr dusk-0300Z \pm , after 0300Z \pm -CTAF.

WEATHER DATA SOURCES: AWOS-A 376 BHC.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.3

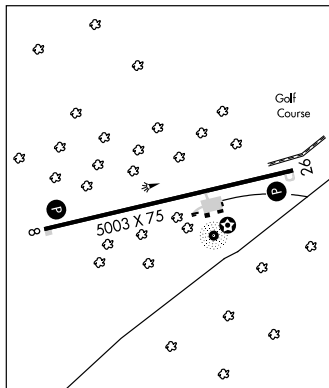
RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 029° 12.1 NM to fld. 200/00E. HIWAS.

NDB (MHW) 376 BHC N31°42.72' W82°23.41' at fld. AWOS-A.

NOTAM FILE MCN.

**BAY CREEK** N32°27.45' W83°45.94' NOTAM FILE MCN.

NDB (MHW) 350 BEP 002° 3.2 NM to Perry-Houston Co.

JACKSONVILLE

H-18J

BERRIEN CO (See NASHVILLE)**BERRY HILL** (See STOCKBRIDGE)**BLAAK** N31°27.34' W84°49.15' NOTAM FILE MCN.

NDB (MHW) 344 IWJ 231° 5.2 NM to Early Co.

JACKSONVILLE

L-22I

BLAIRSVILLE (DZJ) 3 SW UTC-5(-4DT) N34°51.27' W83°59.84'

1911 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5006X100 (ASPH) S-12.5 MIRL 1.5% down E

RWY 08: Thld dspcd 1025'. Trees. RWY 26: Trees.

AIRPORT REMARKS: Attended 1300-2300Z \pm . Fuel unavailable after hours. Wildlife including deer and geese, invof rwys and twys. 100' blast pad Rwy 26. Rwy 08, temporary thld lgts mark displacement. ACTIVATE MIRL Rwy 08-26-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (706)-745-9271.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58' W83°54.94' 217° 6.7 NM to fld. 3660/00E. HIWAS.

ATLANTA

H-9A, 12G, L-25B

APP CRS	Rwy Idg	5003
079°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 8

BAXLEY MUNI(BHC)



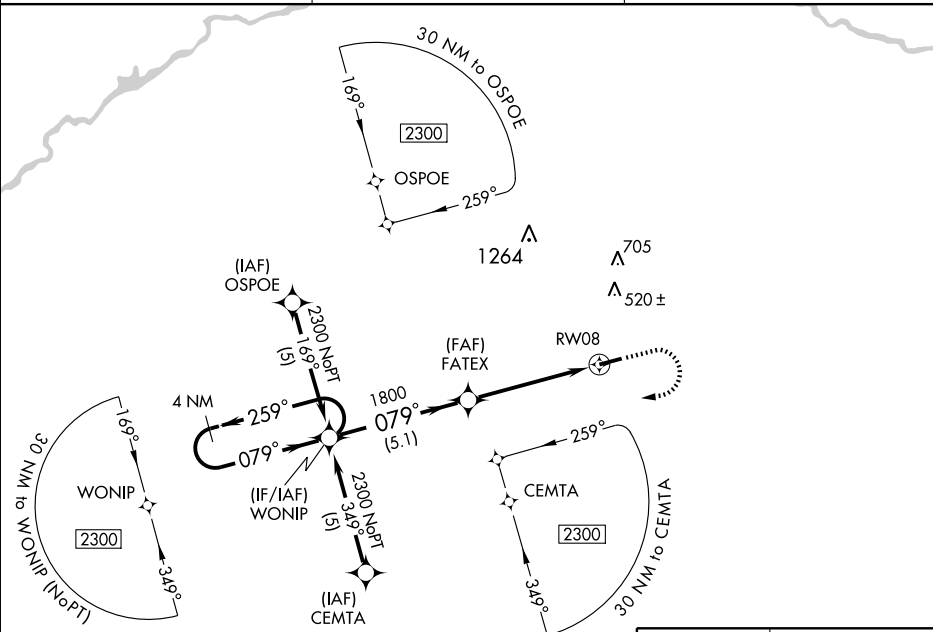
If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

AWOS-A
376

JACKSONVILLE CENTER
132.3 290.4

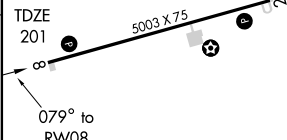
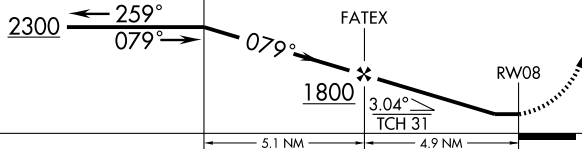
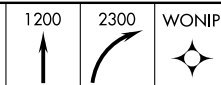
UNICOM
122.8(CTAF)



ELEV 201

4 NM
Holding Pattern

WONIP



CATEGORY	A	B	C	D
LNNAV MDA	580-1 379 (400-1)			580-1½ 379 (400-1½)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26

APP CRS	Rwy Idg	5003
259°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 26

BAXLEY MUNI(BHC)



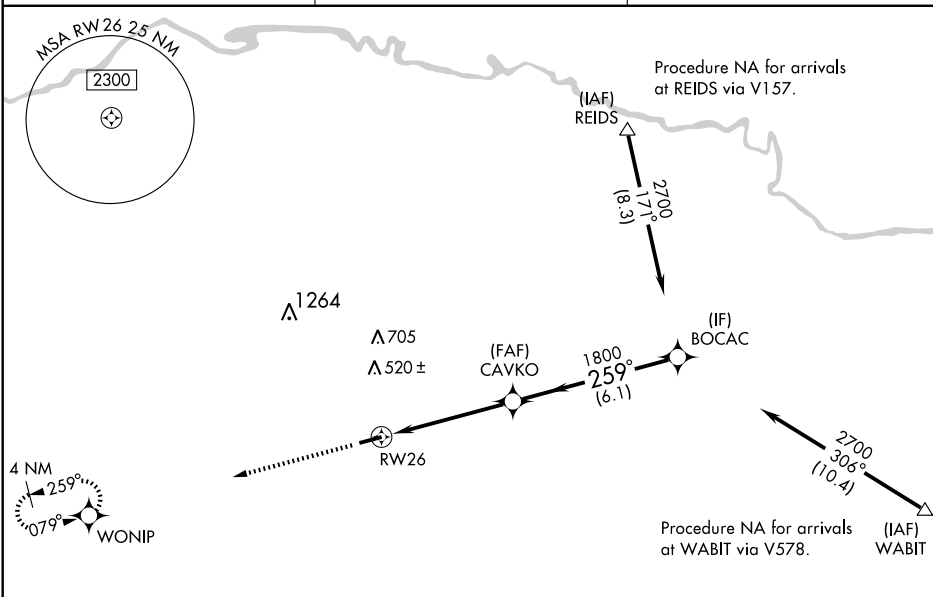
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct WONIP and hold.

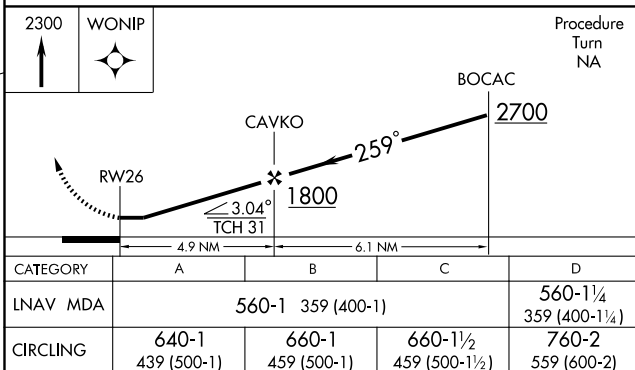
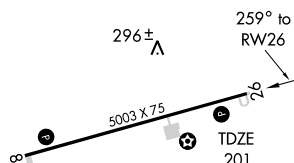
AWOS-A
376

JACKSONVILLE CENTER
132.3 290.4

UNICOM
122.8(CTAF) 0



ELEV 201



MIRL Rwy 8-26 0

BLAKELY

EARLY CO (BIJ) 3 E UTC-5(-4DT) N31°23.85' W84°53.69'

214 B TPA-1201(987) NOTAM FILE MCN

RWY 05-23: H5494X98 (ASPH) S-21 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 23: MALS. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED at night. ACTIVATE MIRL

Rwy 05-23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.475 (229) 723-5511.

COMMUNICATIONS: CTAF 122.9

Ⓡ **CAIRNS APP/DEP CON** 125.4 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3

GCO 121.725 (FLIGHT SERVICES)

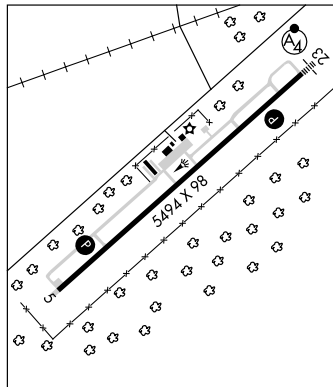
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08'

W85°25.87' 074° 28.4 NM to fld. 347/02E. **HIWAS.**

BLAAK NDB (MHW) 344 IWJ N31°27.34' W84°49.15' 231° 5.2 NM to fld.

ILS 110.35 I-BIJ Rwy 23. LOM BLAAK NDB. LOC unusable from 0.6 NM inbound.



JACKSONVILLE
H-9A, 12F, L-221
IAP

BRANTLEY CO (See NAHUNTA)

BRUNSWICK

BRUNSWICK GOLDEN ISLES (BQK) 5 N UTC-5(-4DT) N31°15.54' W81°27.98'

26 B S4 **FUEL** 100LL, JET A TPA-See Remarks LRA Class I, ARFF Index A
NOTAM FILE BQK

RWY 07-25: H8001X150 (ASPH-CONC-GRVD) S-120, D-185,
2S-175, 2D-364 HIRL

RWY 07: MALS. PAPI(P4L)—GA 3.0° TCH 58'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 46'.

AIRPORT REMARKS: Attended 1200-0300Z. PPR for svc and fuel after hrs call 912-264-9200. Deer on and in/ov arpt. Birds on and in/ov arpt during heavy rains and high northeasterly winds. Rwy 07 first 500' concrete Rwy 25 first 500' concrete. PPR 24 hrs for acct ops with more than 30 passenger seats call arpt manager 912-265-2070. TPA-Turbine-powered acct 1526(1500), Nonturbine-powered 1026(1000). ACTIVATE HIRL Rwy 07-25 and MALS Rwy 07, PAPI Rwy 07 and Rwy 25-CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 124.175 (912) 261-0531.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 109.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 126.75 CLNC DEL 126.75

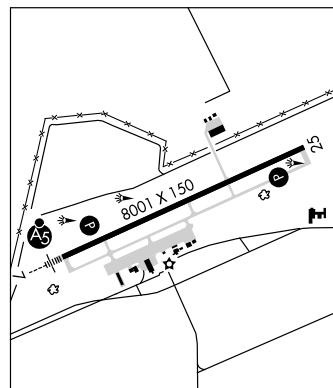
AIRSPACE: CLASS E svc Mon-Sat 1100-0300Z, Sun 1600-0300Z
other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

(L) **VORTAC** 109.8 SSI Chan 35 N31°03.03' W81°26.76' 359° 12.5 NM to fld. 10/04W.

JEFFI NDB (LOM) 275 BQ N31°13.70' W81°32.56' 069° 4.3 NM to fld.

ILS 108.5 I-BQK Rwy 07. Class IB. LOM JEFFI NDB.



JACKSONVILLE
H-9B, 12F, L-24H
IAP

LOC I-BIJ 110.35	APP CRS 233°	Rwy Idg TDZE Apt Elev	5494 210 215
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LOC/NDB RWY 23

BLAKELY / EARLY COUNTY (BIJ)

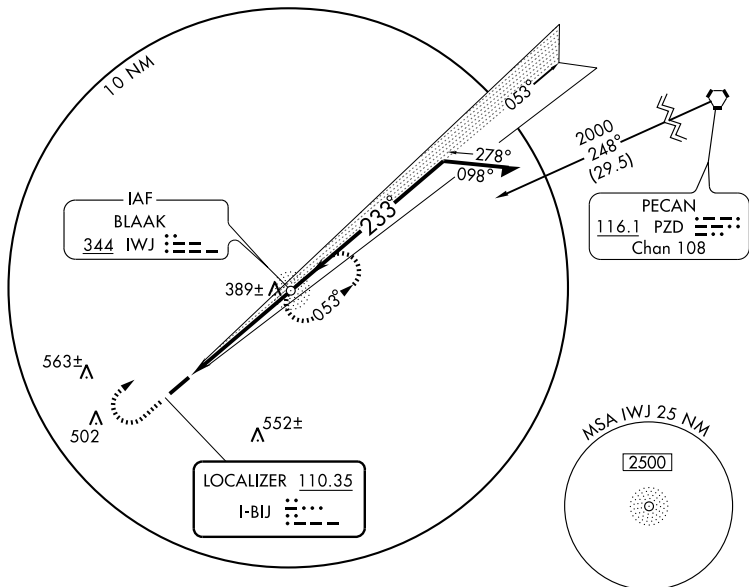
<p>▼ When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MALSF</p> <p>A4 </p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.</p>
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AWOS-3
118.475

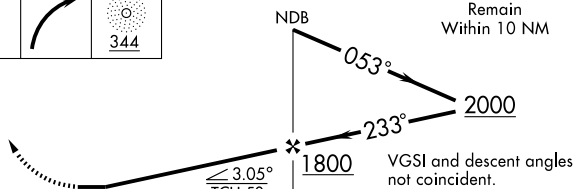
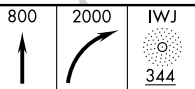
CAIRNS APP CON ★
125.4 327.125

GCO
121.725

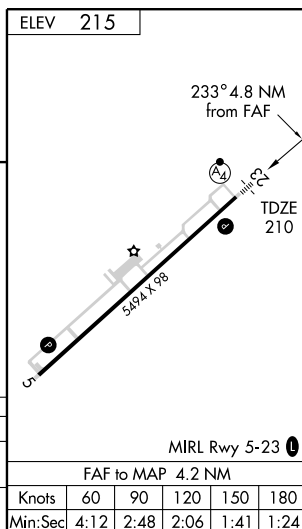
CTAF
122.9 0



▲ 685



CATEGORY	A	B	C	D
S-23	640-1 430 (500-1)		640-1¼ 430 (500-1¼)	640-1½ 430 (500-1½)
CIRCLING	720-1 505 (600-1)		720-1½ 505 (600-1½)	780-2 565 (600-2)



APP CRS 233°	Rwy Idg 5494
	TDZE 210
	Apt Elev 215

RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

T DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.

MALSF



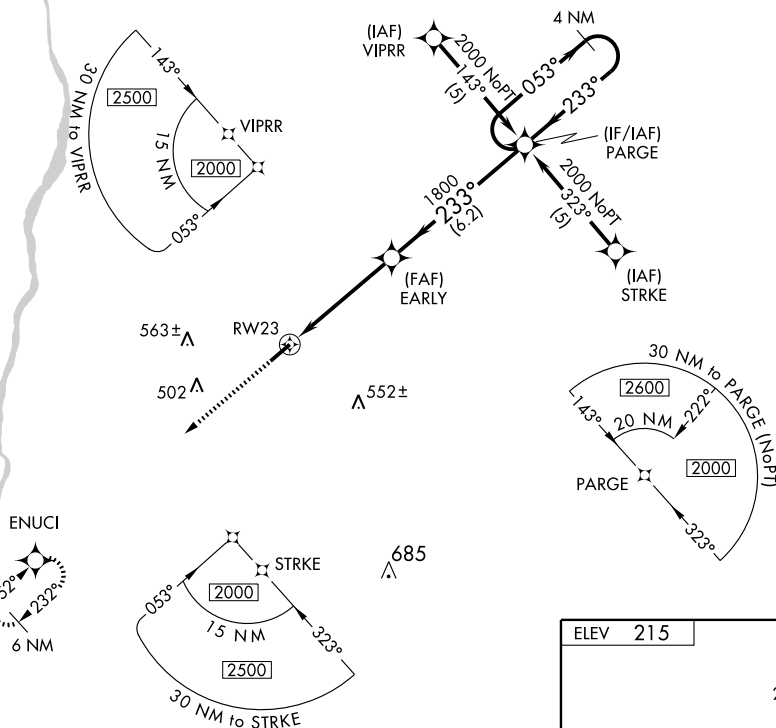
MISSED APPROACH: Climb to 2000 direct ENUCI and hold.

AWOS-3
118.475

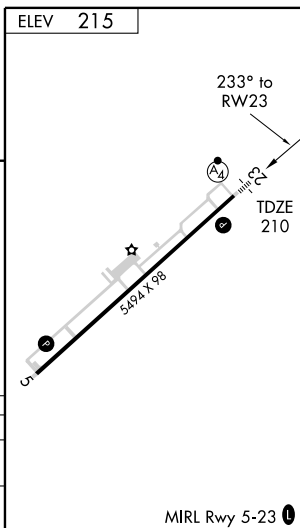
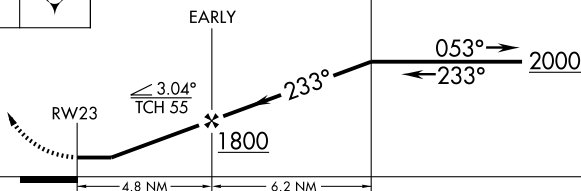
CAIRNS APP CON ★
125.4 327.125

GCO
121.725

CTAF
122.9 0



2000
↑
ENUCI



CATEGORY	A	B	C	D
LNAV MDA	640-1 430 (500-1)		640-1¼ 430 (500-1¼)	640-1½ 430 (500-1½)
CIRCLING	720-1 505 (600-1)		720-1½ 505 (600-1½)	780-2 565 (600-2)

MIRL Rwy 5-23 0

BLAKELY

EARLY CO (BIJ) 3 E UTC-5(-4DT) N31°23.85' W84°53.69'

214 B TPA-1201(987) NOTAM FILE MCN

RWY 05-23: H5494X98 (ASPH) S-21 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 23: MALS. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED at night. ACTIVATE MIRL

Rwy 05-23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.475 (229) 723-5511.

COMMUNICATIONS: CTAF 122.9

Ⓡ **CAIRNS APP/DEP CON** 125.4 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3

GCO 121.725 (FLIGHT SERVICES)

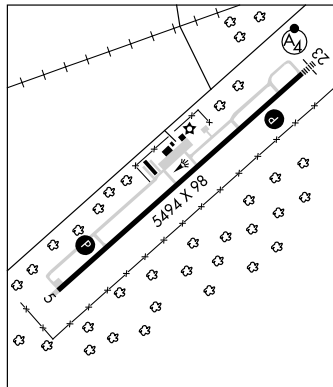
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08'

W85°25.87' 074° 28.4 NM to fld. 347/02E. **HIWAS.**

BLAAK NDB (MHW) 344 IWJ N31°27.34' W84°49.15' 231° 5.2 NM to fld.

ILS 110.35 I-BIJ Rwy 23. LOM BLAAK NDB. LOC unusable from 0.6 NM inbound.



BRANTLEY CO (See NAHUNTA)

BRUNSWICK

BRUNSWICK GOLDEN ISLES (BQK) 5 N UTC-5(-4DT) N31°15.54' W81°27.98'

26 B S4 **FUEL** 100LL, JET A TPA-See Remarks LRA Class I, ARFF Index A
NOTAM FILE BQK

RWY 07-25: H8001X150 (ASPH-CONC-GRVD) S-120, D-185, 2S-175, 2D-364 HIRL

RWY 07: MALS. PAPI(P4L)—GA 3.0° TCH 58'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 46'.

AIRPORT REMARKS: Attended 1200-0300Z. PPR for svc and fuel after hrs call 912-264-9200. Deer on and in/ov arpt. Birds on and in/ov arpt during heavy rains and high northeasterly winds. Rwy 07 first 500' concrete Rwy 25 first 500' concrete. PPR 24 hrs for acct ops with more than 30 passenger seats call arpt manager 912-265-2070. TPA-Turbine-powered acct 1526(1500), Nonturbine-powered 1026(1000). ACTIVATE HIRL Rwy 07-25 and MALS Rwy 07, PAPI Rwy 07 and Rwy 25-CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 124.175 (912) 261-0531.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 109.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 126.75 CLNC DEL 126.75

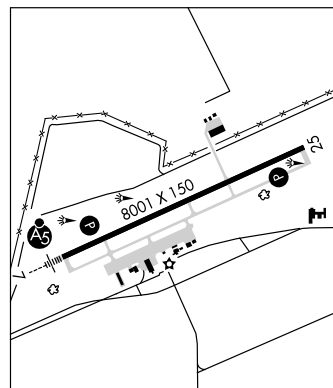
AIRSPACE: CLASS E svc Mon-Sat 1100-0300Z, Sun 1600-0300Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

(L) **VORTAC** 109.8 SSI Chan 35 N31°03.03' W81°26.76' 359° 12.5 NM to fld. 10/04W.

JEFFI NDB (LOM) 275 BQ N31°13.70' W81°32.56' 069° 4.3 NM to fld.

ILS 108.5 I-BQK Rwy 07. Class IB. LOM JEFFI NDB.



JACKSONVILLE
H-9A, 12F, L-22I
IAP

LOC I-BQK 108.5	APP CRS 069°	Rwy Idg TDZE Apt Elev 8001 26 26
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ILS or LOC RWY 7

BRUNSWICK GOLDEN ISLES (BQK)



DME Required. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and MDA 20 feet.

MALSR



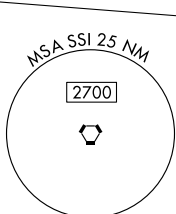
MISSED APPROACH: Climb to 3000 via heading 069° and via SSI VORTAC R-018 to BROWN/SSI 25.3 DME and hold.

AWOS-3
124.175

JACKSONVILLE CENTER
126.75 277.4

CLNC DEL
126.75 277.4

UNICOM
122.8 (CTAF) 0



115.1 AMG
Chan 98

BROWN
SSI [25.3]

LOCALIZER 108.5

I-BQK

A 279

386 A

130± A

140± A

A 227±

A 435

A 510

1700 NoPT
069° (7.5)

069°

069°

539 A

YOKHO INT
SSI [11.9]

R-302

10 NM

R-332

1700

(11.9)

BRUNSWICK
109.8 SSI

Chan 35

Procedure NA for arrivals
at BERTT INT via V362
northwest bound.

One Minute
Holding Pattern

YOKHO
INT

1700

3000

hdg 069°

SSI
R-018BROWN
A

1700

← 249°

069° →

1700

MM

069°

069°

0.5

4.6 NM

CATEGORY

A

B

C

D

S-ILS 7

226-1/2 200 (200-1/2)

S-LOC 7

400-1/2 374 (400-1/2)

400-3/4

374 (400-3/4)

CIRCLING

540-1 514 (600-1)

540-1 1/2

514 (600-1 1/2)

580-2

554 (600-2)

REIL Rwy 25

HIRL Rwy 7-25 0

FAF to MAP 5 NM

Knots 60 90 120 150 180

Min:Sec 5:00 3:20 2:30 2:00 1:40

WAAS CH 56501 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	8001 26 26
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RNAV (GPS) RWY 7

BRUNSWICK GOLDEN ISLES (BQK)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet.



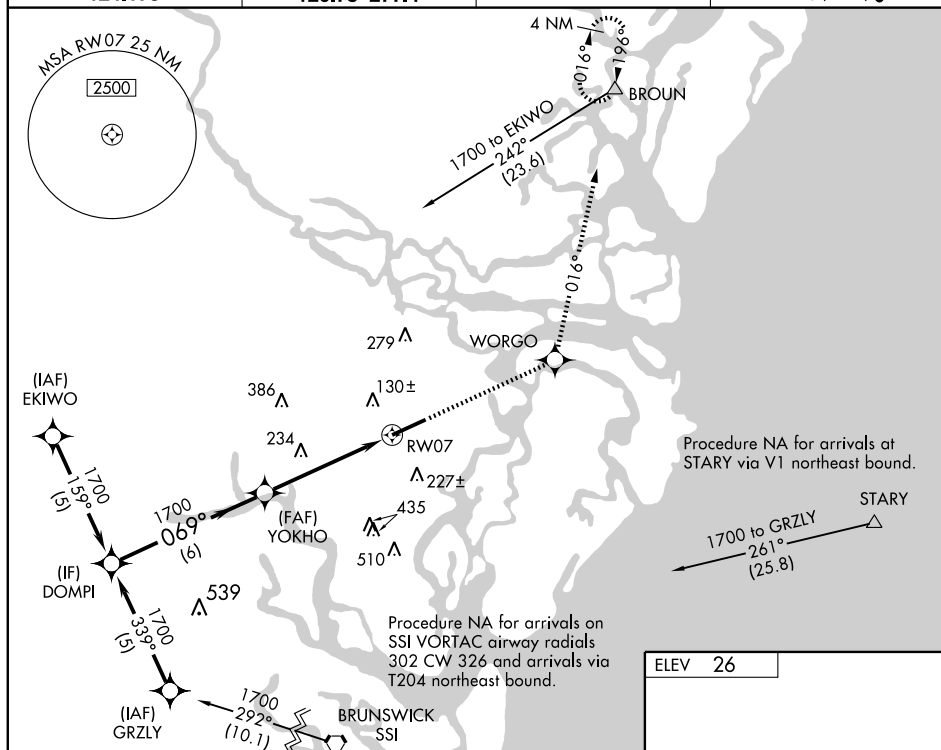
MISSED APPROACH: Climb to 3000 direct WORG0 and via track 016° to BROWN and hold.

AWOS-3
124.175

JACKSONVILLE CENTER
126.75 277.4

CLNC DEL
126.75 277.4

UNICOM
122.8 (CTAF) **①**



Procedure
Turn
NA

DOMPI

YOKHO

WORG0

trk
016°

BROWN

1700

069°

1700

069°

*1.3 NM to RW07

*LNAV only.

RW07

GS 3.00°

TCH 58

6 NM

3.7 NM

1.3 NM

CATEGORY

A

B

C

D

LPV DA

226-1/2

200 (200-1/2)

LNAV/VNAV DA

384-3/4

358 (400-3/4)

LNAV MDA

500-1/2

474 (500-1/2)

500-3/4

474 (500-3/4)

500-1

CIRCLING

540-1

514 (600-1)

540-1 1/2

514 (600-1 1/2)

580-2

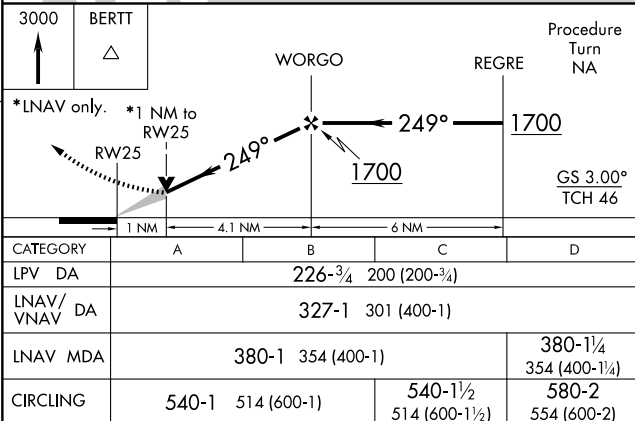
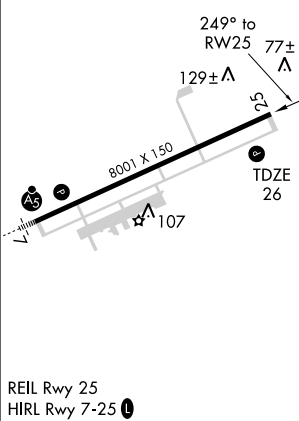
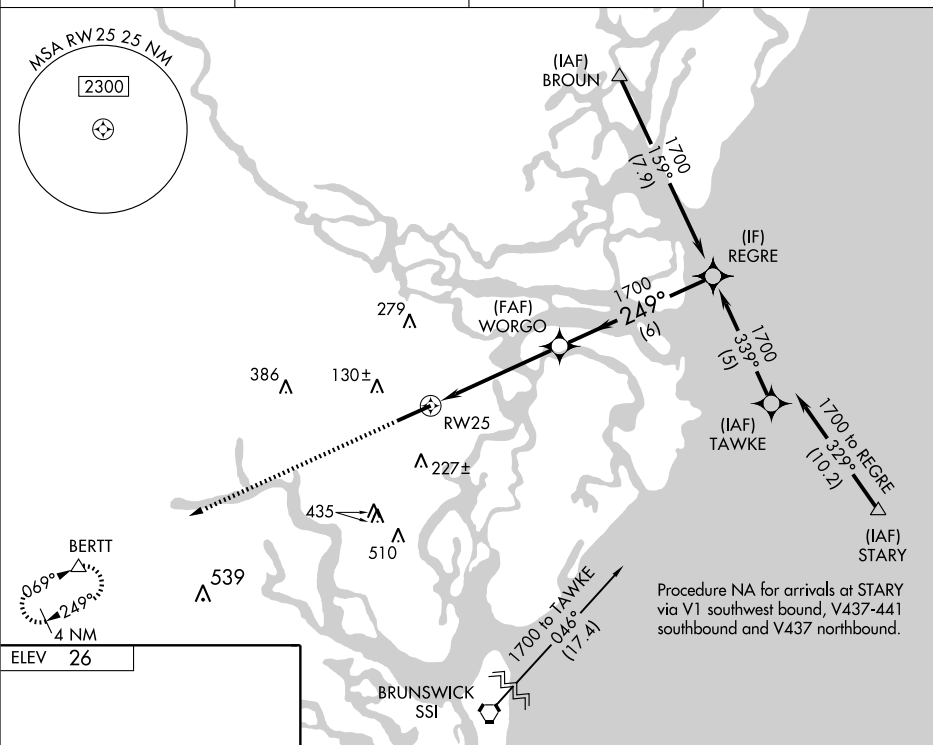
554 (600-2)

REIL Rwy 25

HIRL Rwy 7-25 **①**

RNAV (GPS) RWY 25
BRUNSWICK GOLDEN ISLES (BQK)

MISSED APPROACH:
Climb to 3000 direct
BERTT and hold.

UNICOM
122.8 (CTAF) **L**BRUNSWICK GOLDEN ISLES (BQK)
RNAV (GPS) RWY 25

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC SSI 109.8 Chan 35	APP CRS 359°	Rwy Idg TDZE Apt Elev	N/A N/A 26
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VOR/DME-B

BRUNSWICK GOLDEN ISLES (BQK)

▼ When local altimeter setting not received, use Malcolm
▲ McKinnon altimeter setting and increase all MDA 20 feet.

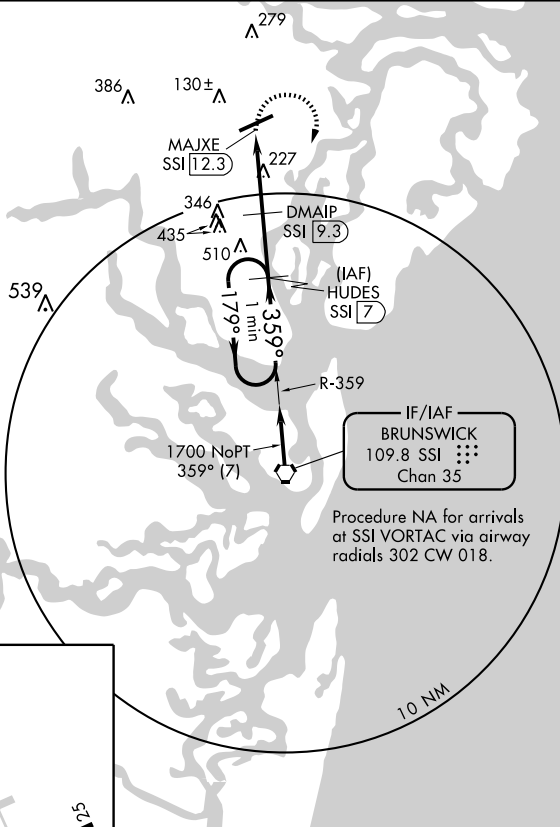
MISSED APPROACH: Climbing right turn to 1700 via
SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3
124.175

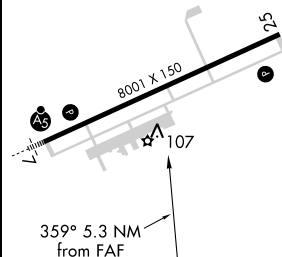
JACKSONVILLE CENTER
126.75 277.4

CINC DEL
126.75 277.4

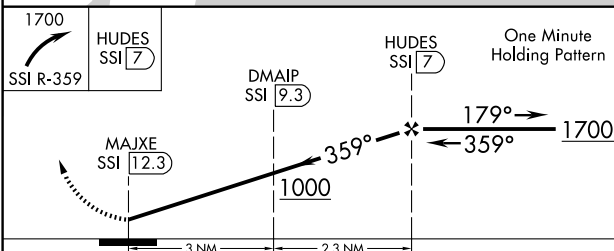
UNICOM
122.8 (CTAF) **1**



ELEV 26



REIL Rwy 25
HIRL Rwy 7-25 **1**



CATEGORY	A	B	C	D
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

MALCOLM MCKINNON (SSI) 5 E UTC-5(-4DT) N31°09.11' W81°23.48'

19 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks LRA NOTAM FILE SSI

RWY 04-22: H5800X100 (ASPH-GRVD) S-45, D-60 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Thld dsplcd 1000'.

Road.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 54'. Thld dsplcd 910'.

Trees.

RWY 16-34: H3313X75 (ASPH) S-14, D-30 MIRL

RWY 16: PAPI(P2L)—GA 3.25° TCH 44'. Trees.

RWY 34: PAPI(P2L)—GA 3.75° TCH 53'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5580 TODA-5580 ASDA-5580 LDA-4798

RWY 22: TORA-5580 TODA-5580 ASDA-5580 LDA-4671

AIRPORT REMARKS: Attended 1200-0100Z. PPR for acft of more than 60,000 lbs dual wheel wt ctc 912-265-2070 ext 4. Seagulls on and invof arpt during heavy rains and high Northeasterly winds. Parasail ops invof arpt. TPA—turbine-powered acft 1519 (1500); nonturbine-powered acft 1019 (1000). MIRL Rwy 04-22 and Rwy 16-34 opr dusk-0400Z; after 0400Z ACTIVATE—CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 120.025 (912) 638-7042.

COMMUNICATIONS: CTAF/UNICOM 123.05

BRUNSWICK RCD 122.1R 109.8T (MACON RADIO).

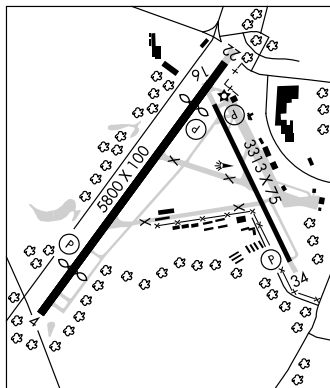
BRUNSWICK RCD 122.2 (MACON RADIO)

® JAX CENTER APP/DEP CON 126.75

AIRSPACE: CLASS E svc 1100-0259Z, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03' W81°26.76' 029° 6.7 NM to fld. 10/04W.



BUENA VISTA

MARION CO (82A) 3 SE UTC-5(-4DT) N32°16.97' W84°30.22'

682 NOTAM FILE MCN

RWY 14-32: H3200X75 (ASPH) S-14

RWY 14: Trees. RWY 32: Trees.

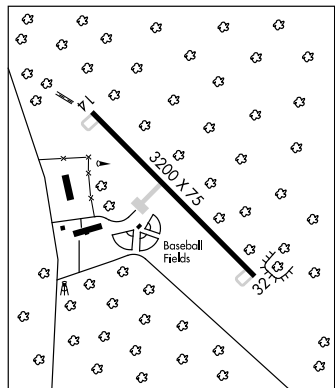
AIRPORT REMARKS: Unattended. People and equipment on and invof rwy. Unrestricted access to rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LSF.

LAWSON (T) VORW/DME 111.4 LSF Chan N32°19.94'

W84°59.60' 099° 25.1 NM to fld. 250/2W.



ATLANTA

L-18J

BULLDOG N33°57.09' W83°13.18' NOTAM FILE AHN.

NDB (MHW) 221 BJT 271° 5.3 NM to Athens/Ben Epps. NDB unmonitored 0300-1100Z.

ATLANTA

L-24H

BULLO N32°24.92' W81°39.84' NOTAM FILE MCN.

NDB (MHW/LOM) 407 BZ 323° 5.5 NM to Statesboro-Bulloch Co.

CHARLOTTE

L-24H

BURKE CO (See WAYNESBORO)

BUSHE N33°17.22' W81°56.81' NOTAM FILE AGS.

NDB (LOM) 233 AG 354° 5.1 NM to Augusta Rgnl at Bush Fld.

CHARLOTTE

L-24H

APP CRS **041°**
 Rwy Idg **4798**
 TDZE **16**
 Apt Elev **19**

RNAV (GPS) RWY 4

BRUNSWICK / MALCOLM McKINNON (SSI)



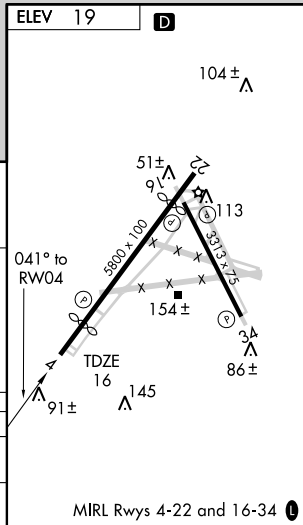
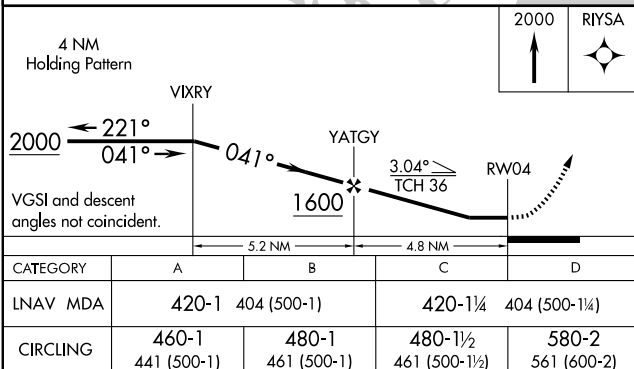
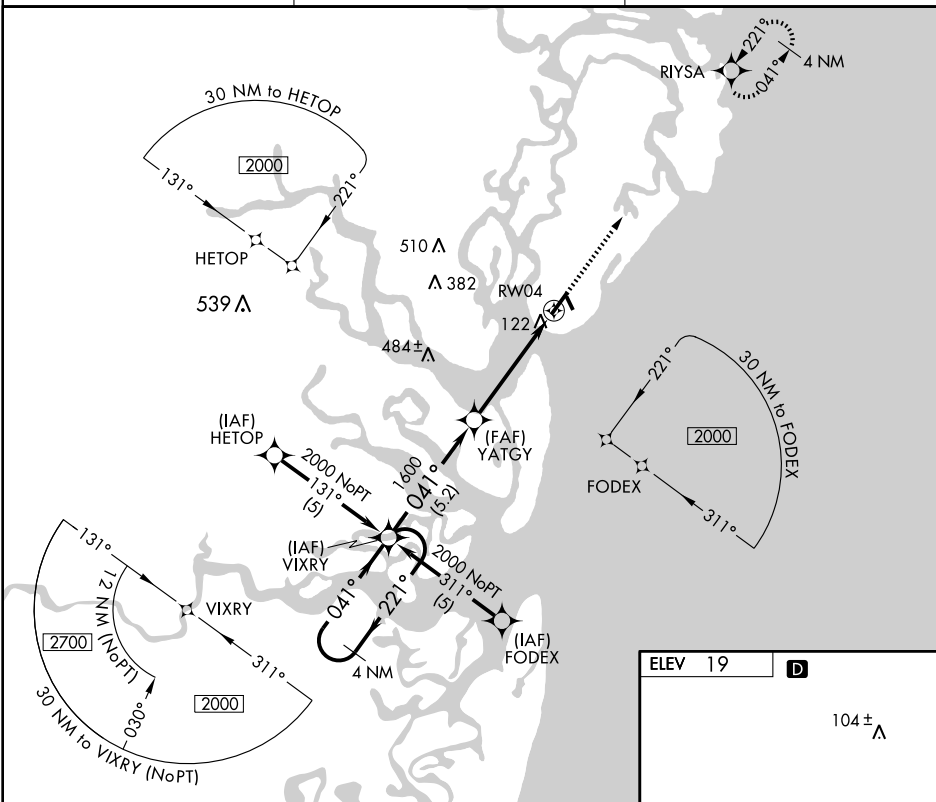
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 If local altimeter setting not received, use Jacksonville
 Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000
 direct RIYSA WP and hold.

ASOS
120.025

JACKSONVILLE CENTER
126.75 277.4

UNICOM
123.05 (CTAF) 0



APP CRS **221°**
 Rwy Idg **4671**
 TDZE **17**
 Apt Elev **19**

RNAV (GPS) RWY 22

BRUNSWICK / MALCOLM McKINNON (SSI)

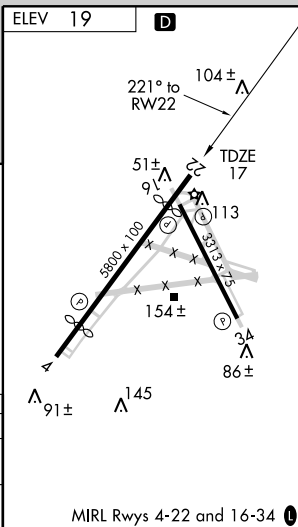
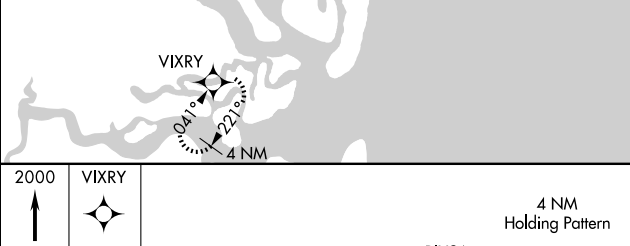
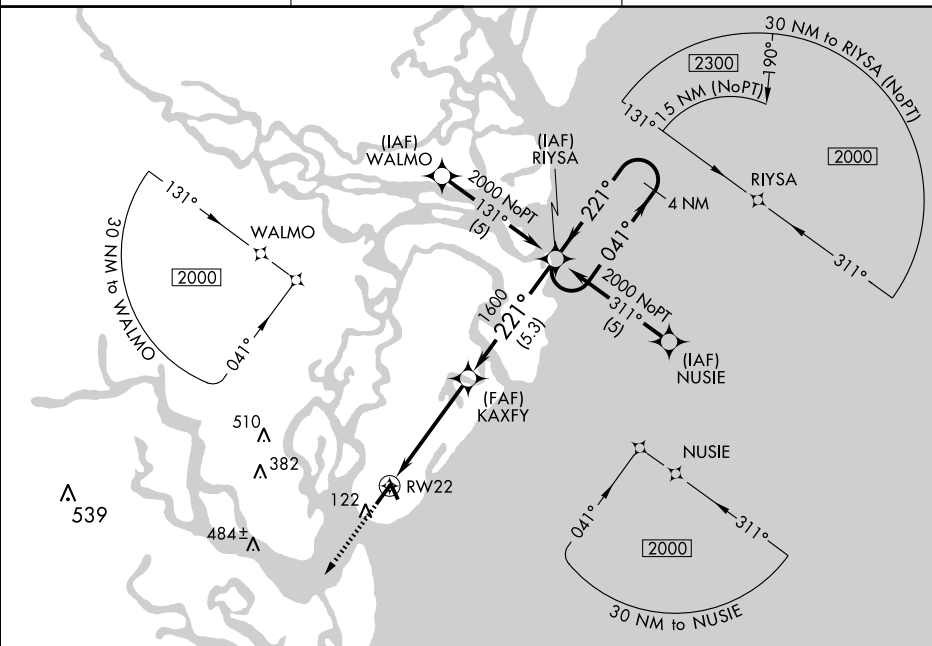
▽ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA If local altimeter setting not received, use Jacksonville
 Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000
 direct VIXRY WP and hold.

ASOS
120.025

JACKSONVILLE CENTER
126.75 277.4

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	460-1 443 (500-1)	460-1 443 (500-1)	460-1 443 (500-1)	460-1 443 (500-1)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1 461 (500-1)	580-2 561 (600-2)

MIRL Rwy 4-22 and 16-34 0

BUTLER MUNI (6A1) 1 NW UTC-5(-4DT) N32°34.04' W84°15.04'

667 B NOTAM FILE MCN

RWY 18-36: H4000X75 (ASPH) S-17 MIRL 0.3% up S

RWY 18: PAPI(P2L). Trees. RWY 36: PAPI(P2L). Tree line.

RWY 06-24: 2400X180 (TURF)

RWY 06: Thld dspcd 400'. Trees. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Transient svcs not avbl. Rwy 06-24 ends and edges marked with inground concrete pads. MIRL Rwy 18-36 ops dusk-0500Z†, after 0500Z†, ACTIVATE—CTAF.

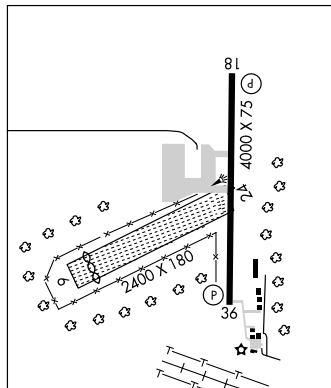
COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 256°31.5 NM to fld. 381/01E.



CAIDY N30°53.30' W84°09.56' NOTAM FILE MCN.

NDB (MHW) 338 CYR at Cairo-Grady Co.

JACKSONVILLE

L-21D, 22I

CAIRO-GRADY CO (70J) 3 E UTC-5(-4DT) N30°53.28' W84°09.28'

265 B S4 FUEL 100LL NOTAM FILE MCN

RWY 13-31: H4000X75 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: PAPI(P2L)—GA 3.3° TCH 30'. Trees.

RWY 31: PAPI(P2L)—GA 3.3° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31 opr continuously dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400†)

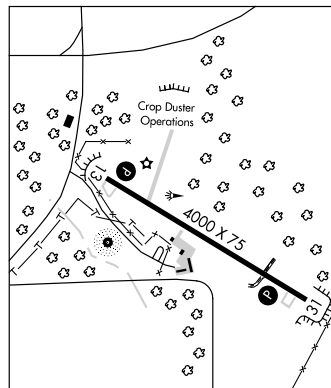
JAX CENTER APP/DEP CON 128.625 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94'

W83°48.25' 239° 21.5 NM to fld. 290/02W.

CAIDY NDB (MHW) 338 CYR N30°53.30' W84°09.56' at fld.



JACKSONVILLE

L-21D, 22I

IAP

CALHOUN N34°24.09' W84°55.59' NOTAM FILE MCN

NDB (MHW) 323 OUK 351° 3.4 NM to Tom B. David Fld. Unmonitored.

ATLANTA

L-18I

APP CRS	Rwy ldg	4000
183°	TDZE	653
	Apt Elev	667

RNAV (GPS) RWY 18

BUTLER MUNI (6A1)

▼ Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

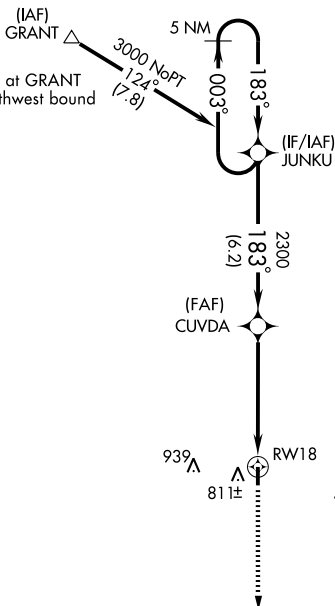
▲ NA MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3
133.975

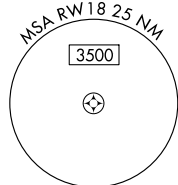
ATLANTA APP CON
124.2 279.6

CTAF
122.90

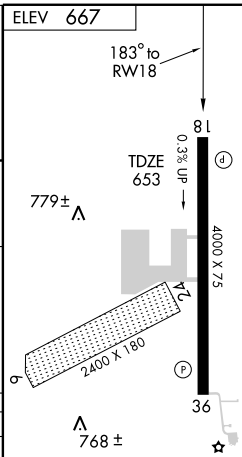
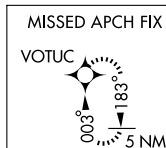
Procedure NA for arrivals at GRANT via V20-66-155-454 Southwest bound and via V97 Northbound.



Procedure NA for arrivals at POTAR via V243 Southeast bound.



▲ 1284



5 NM
Holding Pattern

JUNKU

CUVDA

3000 VOTUC

3000

003°

183°

183°

2300

RW18

VGSI and descent angles not coincident.

3.05°

TCH 40

6.2 NM

5 NM

CATEGORY	A	B	C	D
RNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

MIRL Rwy 18-36

APP CRS	Rwy Idg	4000
003°	TDZE	653
	Apt Elev	667

RNAV (GPS) RWY 36

BUTLER MUNI (6A1)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

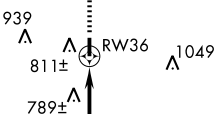
THOMASTON AWOS-3
133.975

ATLANTA APP CON
124.2 279.6

CTAF
122.90

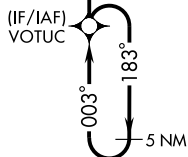
Procedure NA for arrivals at PRATZ via V243 Northwest bound and via V97 Northbound.

MISSED APCH FIX

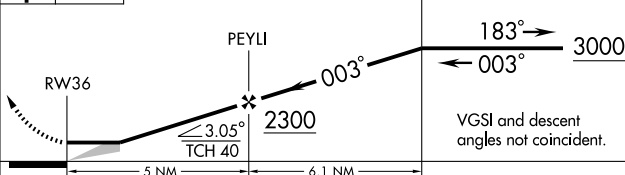
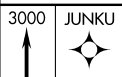
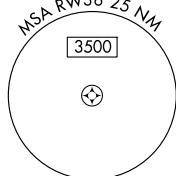
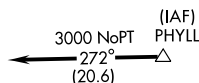


(FAF)
PEYLI

1284

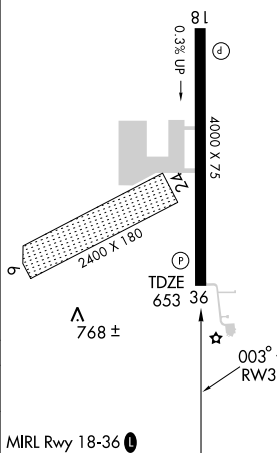


Procedure NA for arrivals at PHYLL via V243 Southeast bound.



CATEGORY	A	B	C	D
LNNAV MDA	1200-1	547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

ELEV 667



BUTLER MUNI (6A1) 1 NW UTC-5(-4DT) N32°34.04' W84°15.04'

667 B NOTAM FILE MCN

RWY 18-36: H4000X75 (ASPH) S-17 MIRL 0.3% up S

RWY 18: PAPI(P2L). Trees. RWY 36: PAPI(P2L). Tree line.

RWY 06-24: 2400X180 (TURF)

RWY 06: Thld dspcd 400'. Trees. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Transient svcs not avbl. Rwy 06-24 ends and edges marked with inground concrete pads. MIRL Rwy 18-36 ops dusk-0500Z†, after 0500Z†, ACTIVATE—CTAF.

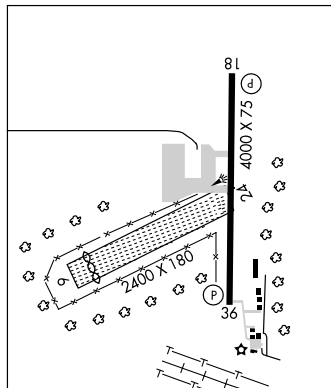
COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 256°31.5 NM to fld. 381/01E.



CAIDY N30°53.30' W84°09.56' NOTAM FILE MCN.

NDB (MHW) 338 CYR at Cairo-Grady Co.

JACKSONVILLE

L-21D, 22I

CAIRO-GRADY CO (70J) 3 E UTC-5(-4DT) N30°53.28' W84°09.28'

265 B S4 FUEL 100LL NOTAM FILE MCN

RWY 13-31: H4000X75 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: PAPI(P2L)—GA 3.3° TCH 30'. Trees.

RWY 31: PAPI(P2L)—GA 3.3° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31 opr continuously dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400†)

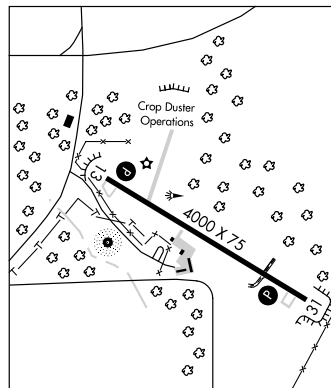
JAX CENTER APP/DEP CON 128.625 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94'

W83°48.25' 239° 21.5 NM to fld. 290/02W.

CAIDY NDB (MHW) 338 CYR N30°53.30' W84°09.56' at fld.



JACKSONVILLE

L-21D, 22I

IAP

CALHOUN N34°24.09' W84°55.59' NOTAM FILE MCN

NDB (MHW) 323 OUK 351° 3.4 NM to Tom B. David Fld. Unmonitored.

ATLANTA

L-18I

NDB CYR 338	APP CRS 134°	Rwy Idg TDZE Apt Elev	4000 264 264
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NDB RWY 13

CAIRO-GRADY COUNTY (70J)

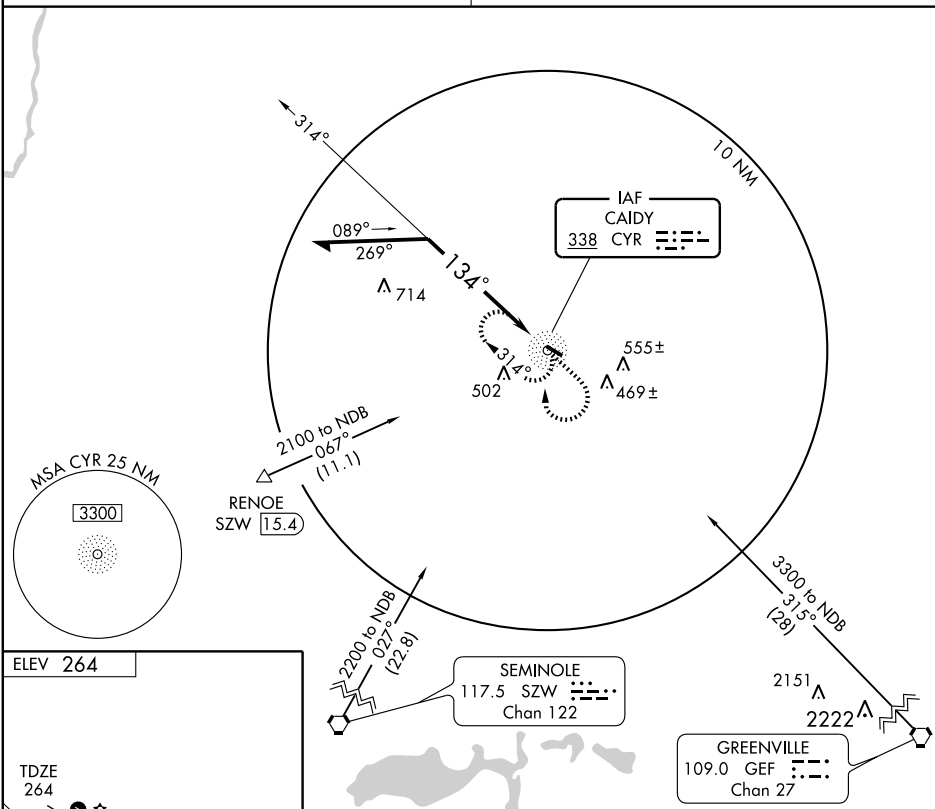
▼ Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility ¼ mile Cats. C and D.

▲ NA

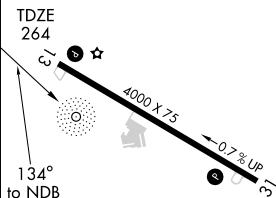
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.7 (CTAF) 0



ELEV 264



Remain
within 10 NM

1900

VGSI and descent
angles not coincident.

NDB

1500	3000	CYR
↑	↻	338

MIRL Rwy 13-31 0

CAIRO, GEORGIA
Amdt 4 10266

30° 53'N-84° 09'W

CAIRO-GRADY COUNTY (70J)

NDB RWY 13

APP CRS	Rwy Idg	4000
122°	TDZE	264
	Apt Elev	264

RNAV (GPS) RWY 13

CAIRO-GRADY COUNTY (70J)

▽ DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

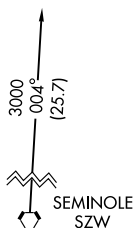
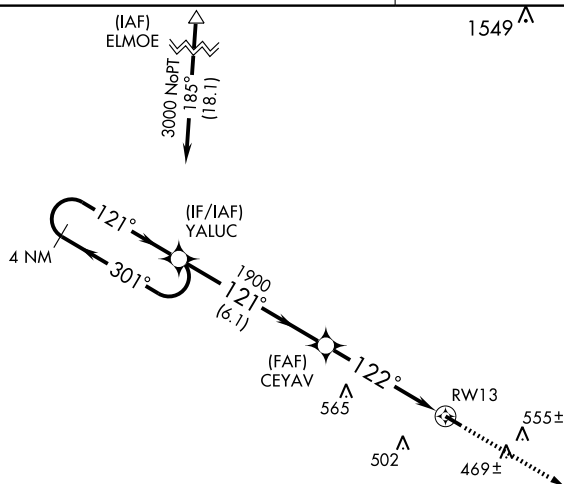
▲ NA

MISSED APPROACH: Climb to 3000 direct GUCEC and hold.

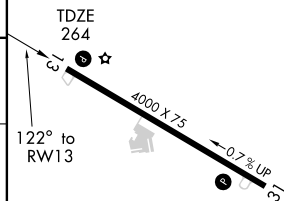
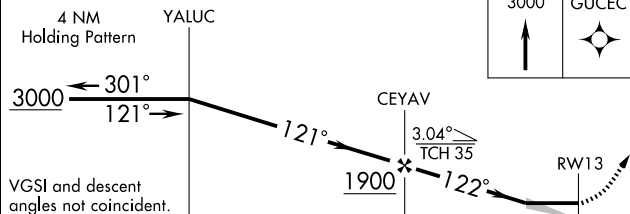
TALLAHASSEE APP CON ★

128.7 254.3

UNICOM

122.7 (CTAF) 0

ELEV 264



CATEGORY	A	B	C	D
RNAV MDA	840-1	576 (600-1)	840-1½ 576 (600-1½)	840-1¾ 576 (600-1¾)
CIRCLING	900-1	636 (700-1)	900-1¾ 636 (700-1¾)	920-2 656 (700-2)

MIRL Rwy 13-31 0

APP CRS	Rwy Idg	4000
302°	TDZE	264
	Apt Elev	264

RNAV (GPS) RWY 31

CAIRO-GRADY COUNTY (70J)

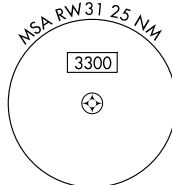
▼ DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

▲ NA

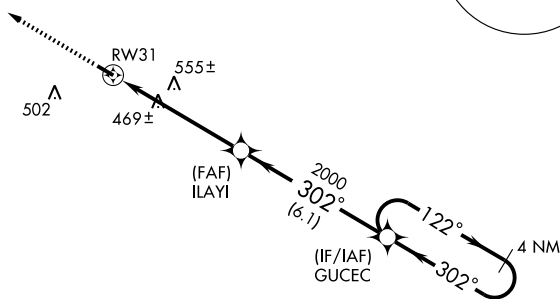
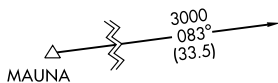
MISSED APPROACH: Climb to 3000 direct YALUC and hold.

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.7 (CTAF) 0

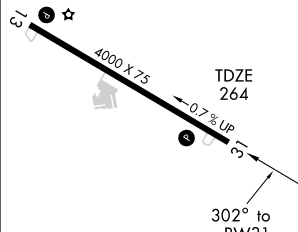
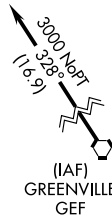


Procedure NA for arrivals at MAUNA via V7 Northwest bound.



ELEV 264

Procedure NA for arrivals at GEF VORTAC on airway radials 270 CW 357.



MRL Rwy 13-31 0

	3000	YALUC		GUCEC	4 NM Holding Pattern
	↑	★			
			ILAYI	302°	122° → 3000
			2000		← 302°
			3.05° TCH 45		
			5.3 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	860-1	596 (600-1)	860-1½ 596 (600-1½)	860-1¾ 596 (600-1¾)	
CIRCLING	900-1	636 (700-1)	900-1¾ 636 (700-1¾)	920-2 656 (700-2)	

VGSI and descent angles not coincident.

CALHOUN

TOM B. DAVID FLD (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld dsplcd 1000'. Pole.

AIRPORT REMARKS: Attended 1300-0100Z†. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (706) 602-5906.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

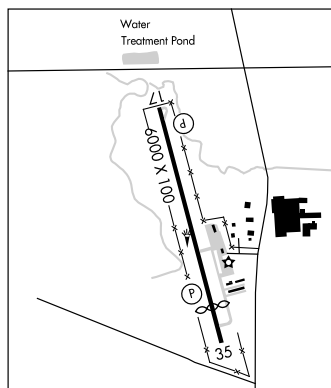
W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable

15° left of course.



CAMILLA-MITCHELL CO (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 dusk to 0230Z†, ACTIVATE after 0230Z†—CTAF.

WEATHER DATA SOURCES: AWOS-A 369 CXU.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

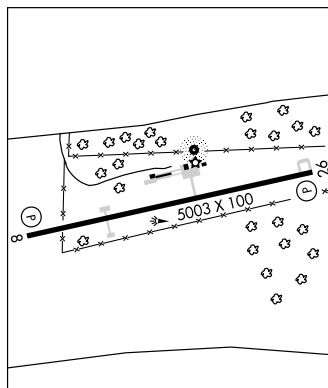
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



JACKSONVILLE

H-9B, 12F, L-22I

IAP

CANON

FRANKLIN CO (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

AIRPORT REMARKS: Unattended. After 0500Z†, ACTIVATE MIRL—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

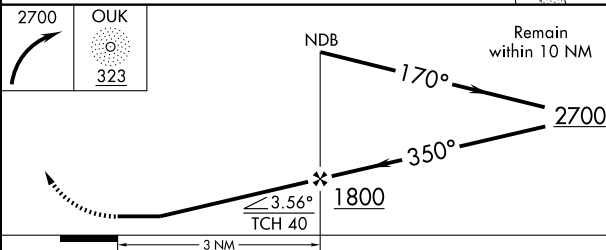
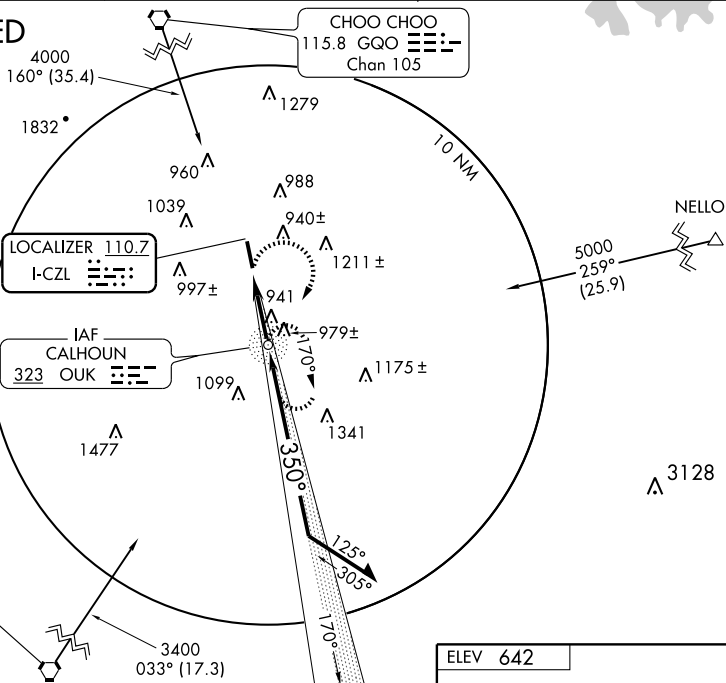
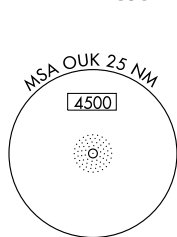
ATLANTA

H-9B, 12G L-18J

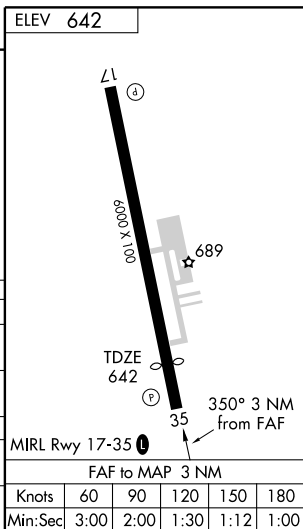
IAP

<p>V</p> <p>Δ NA</p>	<p>Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.</p>
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ADF REQUIRED



CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)



APP CRS **170°**
Rwy ldg TDZE **638**
Apt Elev **651**

RNAV (GPS) RWY 17

CALHOUN/TOM B. DAVID FIELD (CZL)

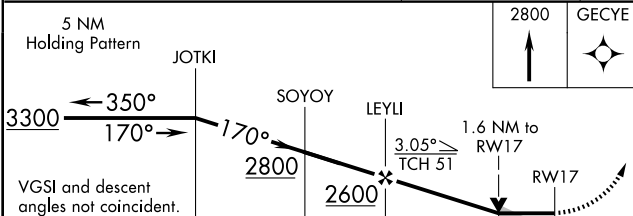
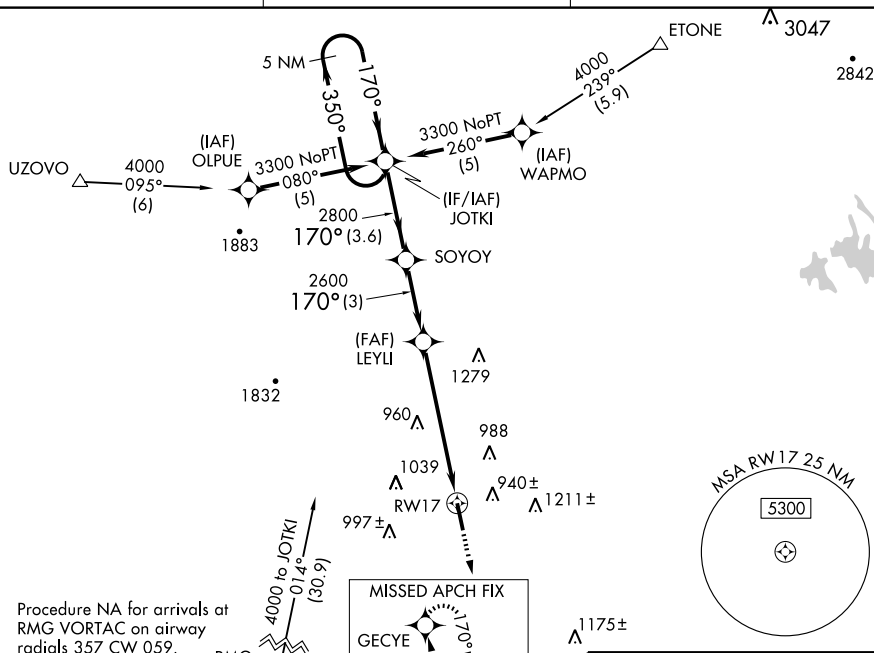
V DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not received use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 2800 direct GECYE and hold.

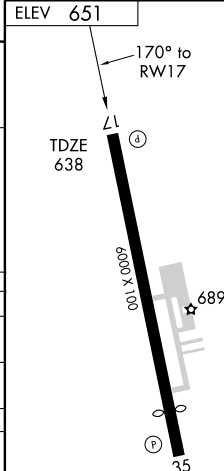
AWOS-3
119.975

ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)	1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)	1540-2¾ 889 (900-2¾)	1540-3 889 (900-3)	1580-3 929 (1000-3)



MIRL Rwy 17-35 0

APP CRS	Rwy Idg	5000
350°	TDZE	651
	Apt Elev	651

RNAV (GPS) RWY 35

CALHOUN/TOM B. DAVID FIELD (CZL)

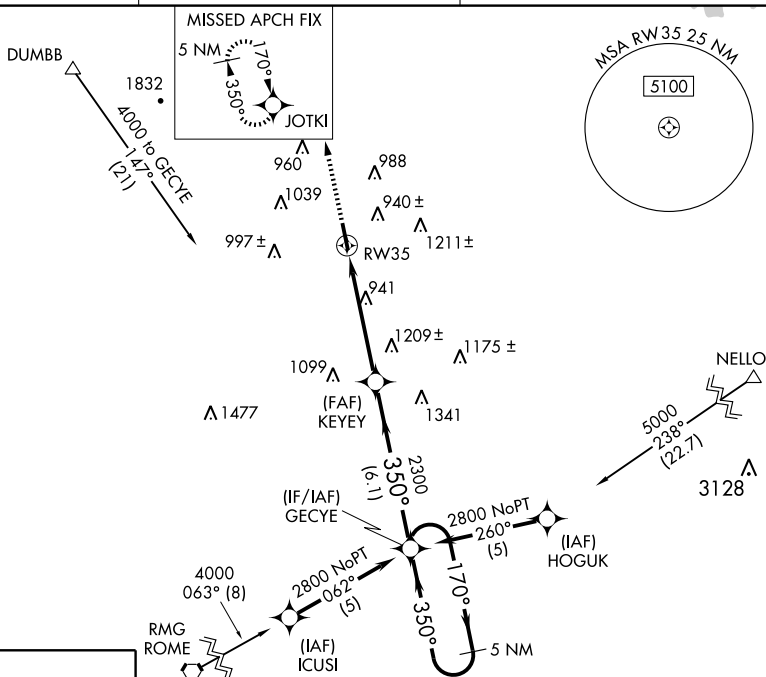
T DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 3300 direct JOTKI and hold.

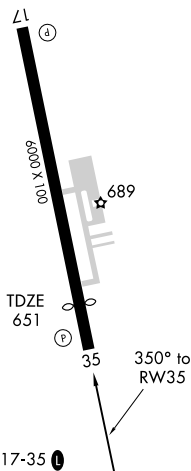
AWOS-3
119.975

ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) **L**



ELEV 651



MIRL Rwy 17-35 L
CALHOUN, GEORGIA
Orig 09071

CALHOUN/TOM B. DAVID FIELD (CZL)
RNAV (GPS) RWY 35

34° 27' N-84° 56' W

SE-4, 21 OCT 2010 to 18 NOV 2010

CALHOUN

TOM B. DAVID FLD (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld dsplcd 1000'. Pole.

AIRPORT REMARKS: Attended 1300-0100Z†. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (706) 602-5906.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

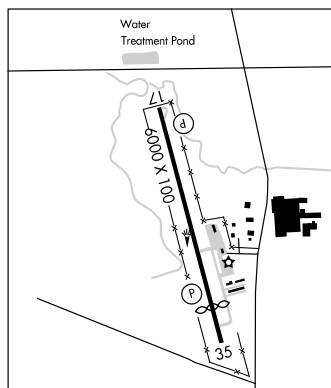
W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable

15° left of course.



CAMILLA-MITCHELL CO (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 dusk to 0230Z†, ACTIVATE after 0230Z†—CTAF.

WEATHER DATA SOURCES: AWOS-A 369 CXU.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

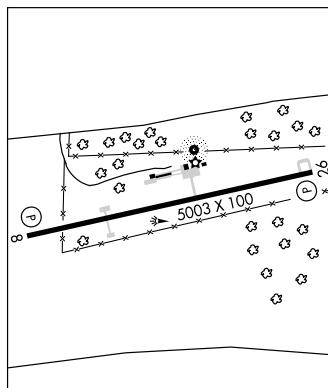
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



JACKSONVILLE

H-9B, 12F, L-22I

IAP

CANON

FRANKLIN CO (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

AIRPORT REMARKS: Unattended. After 0500Z†, ACTIVATE MIRL—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

ATLANTA

H-9B, 12G L-18J

IAP

NDB CXU 369	APP CRS 077°	Rwy Idg TDZE Apt Elev	5003 170 176
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NDB RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

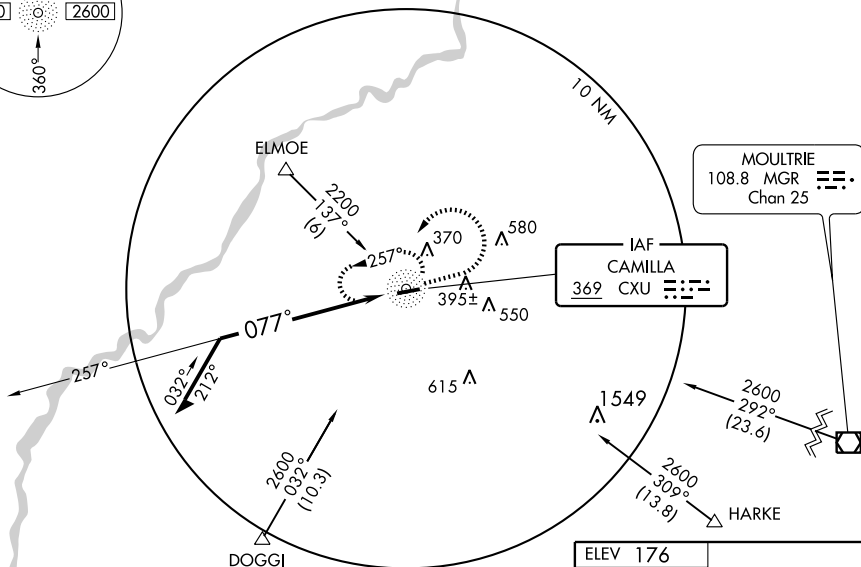
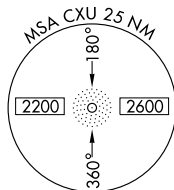
NA When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet, increase S-8 Cats. C and D visibility ¼ mile and Circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2200 direct CXU NDB and hold.

AWOS-A
369

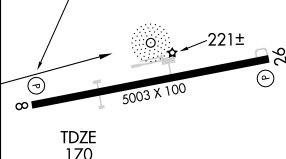
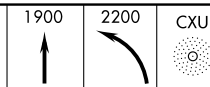
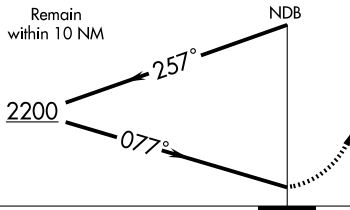
JACKSONVILLE CENTER
125.75 226.8

UNICOM
122.8 (CTAF)



ELEV 176

Remain
within 10 NM



CATEGORY	A	B	C	D
S-8	720-1	550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1	544 (600-1)	760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26

APP CRS	Rwy Idg	5003
081°	TDZE	170
	Apt Elev	176

RNAV (GPS) RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

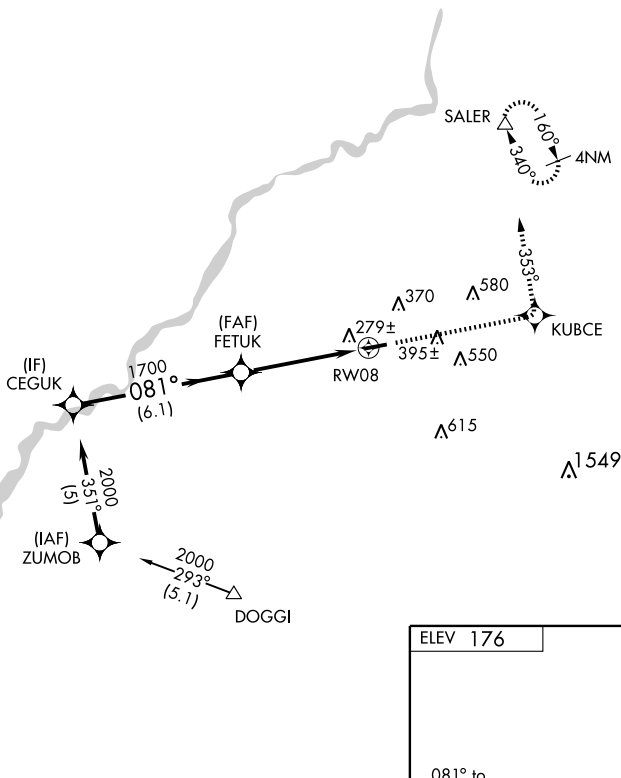
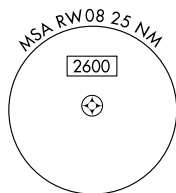
V **Δ** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

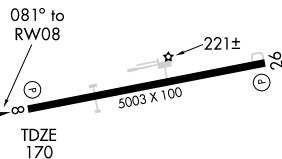
AWOS-A
369

JACKSONVILLE CENTER
125.75 226.8

UNICOM
122.8 (CTAF) **0**



ELEV 176



Procedure
Turn NA

CEGUK

2000

3000

KUBCE

tr

353°

SALER

Δ

081°

FETUK

1700

3.04°

TCH 39

RW08

6.1 NM

4.6 NM

CATEGORY

A

B

C

D

LNAV MDA

540-1 370 (400-1)

540-1¼

370 (400-1¼)

CIRCLING

720-1 544 (600-1)

760-1½

584 (600-1½)

760-2

584 (600-2)

REIL Rwy 26

MIRL Rwy 8-26 **0**

APP CRS **261°**
 Rwy Idg **5003**
 TDZE **176**
 Apt Elev **176**

RNAV (GPS) RWY 26

CAMILLA-MITCHELL COUNTY (CXU)

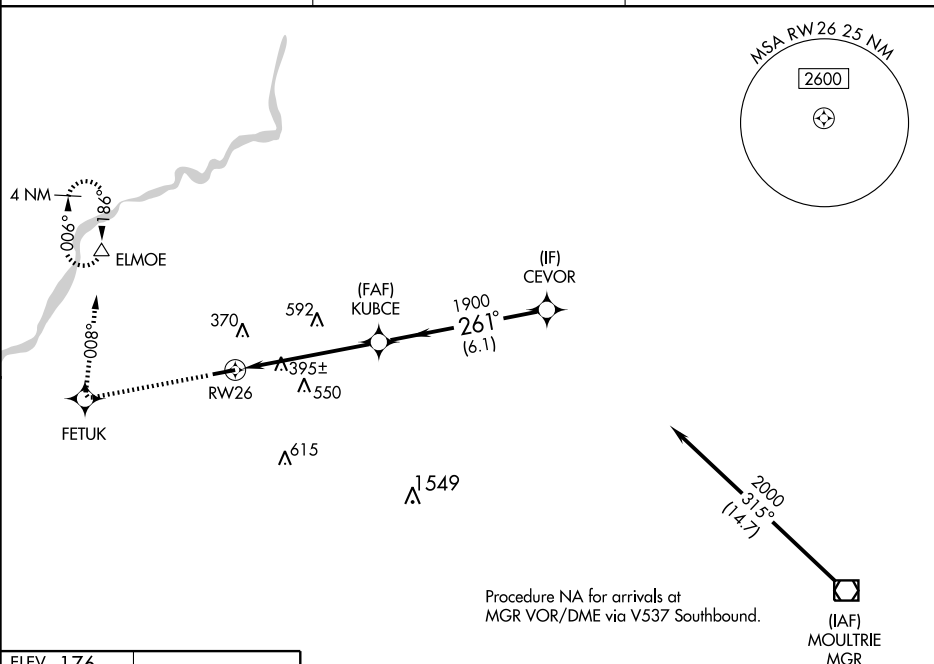
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cats. B/C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct FETUK and right turn via 008° track to ELMOE and hold.

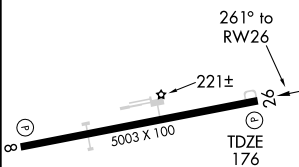
AWOS-A
369

JACKSONVILLE CENTER
125.75 226.8

UNICOM
122.8 (CTAF) 0



ELEV 176



2000	FETUK	tr 008°	ELMOE	CEVOR	Procedure Turn NA
			KUBCE	2000	
			1900		
			261°		
			3.04° TCH 39'		
			5.2 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)	
CIRCLING	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)	

CALHOUN

TOM B. DAVID FLD (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld dsplcd 1000'. Pole.

AIRPORT REMARKS: Attended 1300-0100Z†. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (706) 602-5906.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

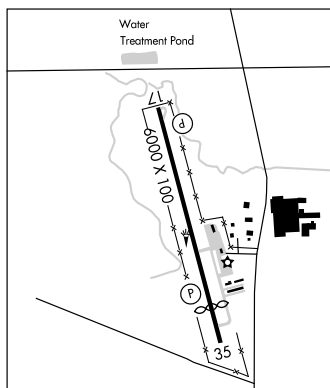
W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable

15° left of course.



CAMILLA-MITCHELL CO (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 dusk to 0230Z†, ACTIVATE after 0230Z†—CTAF.

WEATHER DATA SOURCES: AWOS-A 369 CXU.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

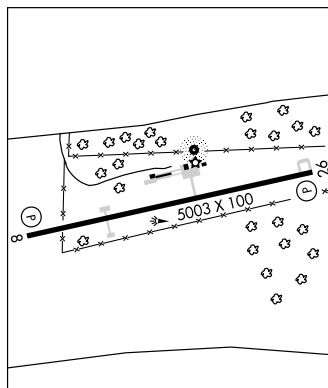
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



JACKSONVILLE

H-9B, 12F, L-22I

IAP

CANON

FRANKLIN CO (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

AIRPORT REMARKS: Unattended. After 0500Z†, ACTIVATE MIRL—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

ATLANTA

H-9B, 12G L-18J

IAP

WAAS CH 69308 W08A	APP CRS 077°	Rwy Idg TDZE Apt Elev	5000 852 890
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RNAV (GPS) RWY 8

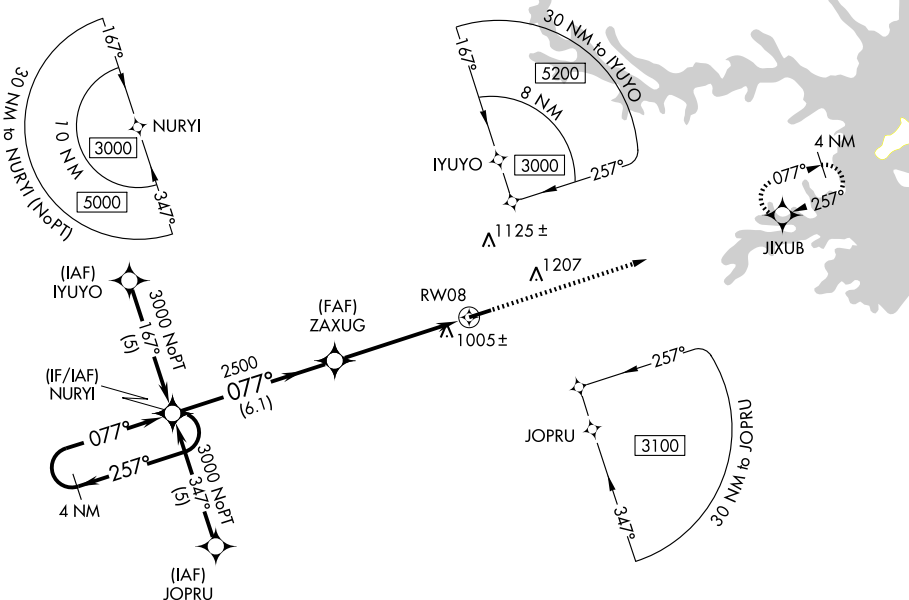
CANON/ FRANKLIN COUNTY (18A)

▼ ▲ NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all DA/MDA 20 feet, increase LPV all Cats. visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct JIXUB and hold.
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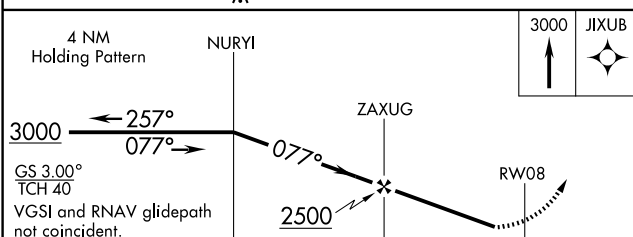
AWOS-3
118.625

ATLANTA CENTER ★
127.5 316.05

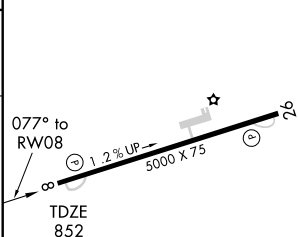
CTAF
122.9



▲ 2049



ELEV 890



CATEGORY	A	B	C	D
LPV DA	1202-1¼ 350 (400-1¼)			
LNAV MDA	1320-1 468 (500-1)	1320-1¼ 468 (500-1¼)	1320-1½ 468 (500-1½)	
CIRCLING	1380-1 490 (500-1)	1380-1½ 490 (500-1½)	1580-2¼ 690 (700-2¼)	

MIRL Rwy 8-26

APP CRS	Rwy Idg	5000
257°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 26

CANON/ FRANKLIN COUNTY (18A)

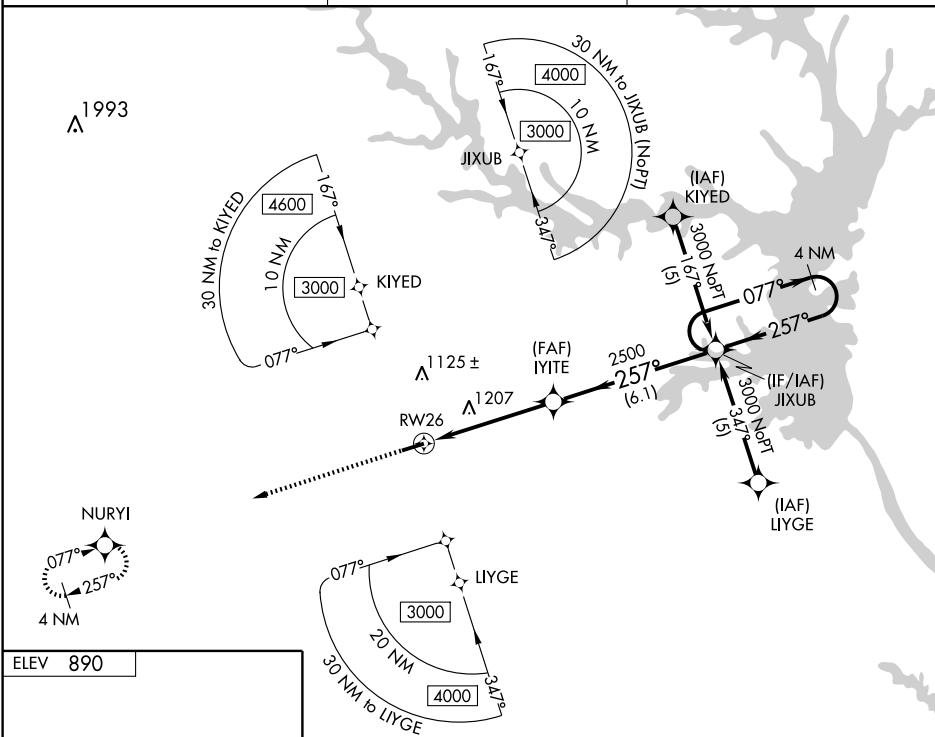
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

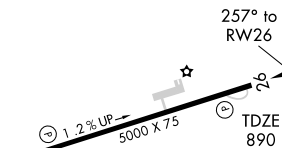
AWOS-3
118.625

ATLANTA CENTER ★
127.5 316.05

CTAF
122.9



ELEV 890



3000

↑

NURYI

JIXUB

4 NM Holding Pattern

RW26

IYITE

2500

3.04°

TCH 40

077°

257°

3000

4.9 NM

6.1 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1520-2 630 (700-2)
CIRCLING	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26

CANTON

CHEROKEE CO (47A) 6 NE UTC-5(-4DT) N34°18.64' W84°25.43'

ATLANTA
L-18J
IAP

1219 B S4 FUEL 100LL, JET A NOTAM FILE MCN
RWY 04-22: H3414X75 (ASPH) S-26 MIRL 0.3% up NE

RWY 04: PAPI (P2L)—GA 2.50° TCH 26'.
RWY 22: PAPI (P2L)—GA 2.50° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (770) 704-6235.

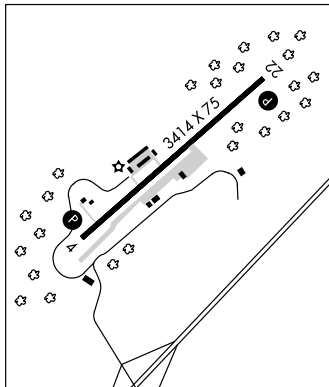
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
W85°07.17' 074° 35.7 NM to fld. 1150/01E.
HIWAS.

CHERO NDB (MHW) 415 DJD N34°15.14' W84°29.26' 046°
4.7 NM to fld. NOTAM FILE MCN.



CARROLLTON N33°33.95' W85°07.85' NOTAM FILE MCN.

ATLANTA
L-18I

NDB (MHW) 278 GPQ 347° 4.1 NM to West Georgia Rgnl—OV Gray Fld. NDB unusable byd 15 NM.

CARROLLTON

WEST GEORGIA RGNL—OV GRAY FLD (CTJ) 5 NW UTC-5(-4DT) N33°37.90' W85°09.14'

ATLANTA
H-9A, 12F, L-18I
IAP

1161 B S4 FUEL 100LL, JET A1 OX 1 NOTAM FILE MCN
RWY 17-35: H5503X100 (ASPH) S-43, D-56, 2D-83 MIRL 1.0% up N

RWY 17: PAPI (P4L)—GA 3.0° TCH 33'. Trees.
RWY 35: PAPI (P4L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1400-2300Z†, Sun 1700-2300Z†. Deer on and near rwys at all times. MIRL Rwy 17-35 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (770) 214-9667.

COMMUNICATIONS: CTAF/UNICOM 122.7

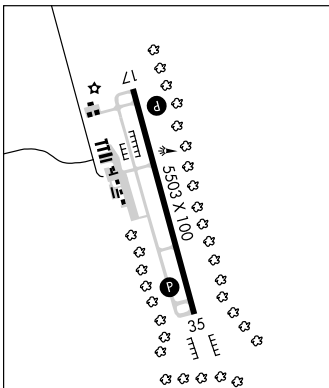
Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
W85°07.17' 182° 31.8 NM to fld. 1150/01E.
HIWAS.

CARROLLTON NDB (MHW) 278 GPQ N33°33.95' W85°07.85'
347° 4.1 NM to fld. NOTAM FILE MCN. NDB unusable byd 15 NM.

ILS 111.7 I-CTJ Rwy 35.

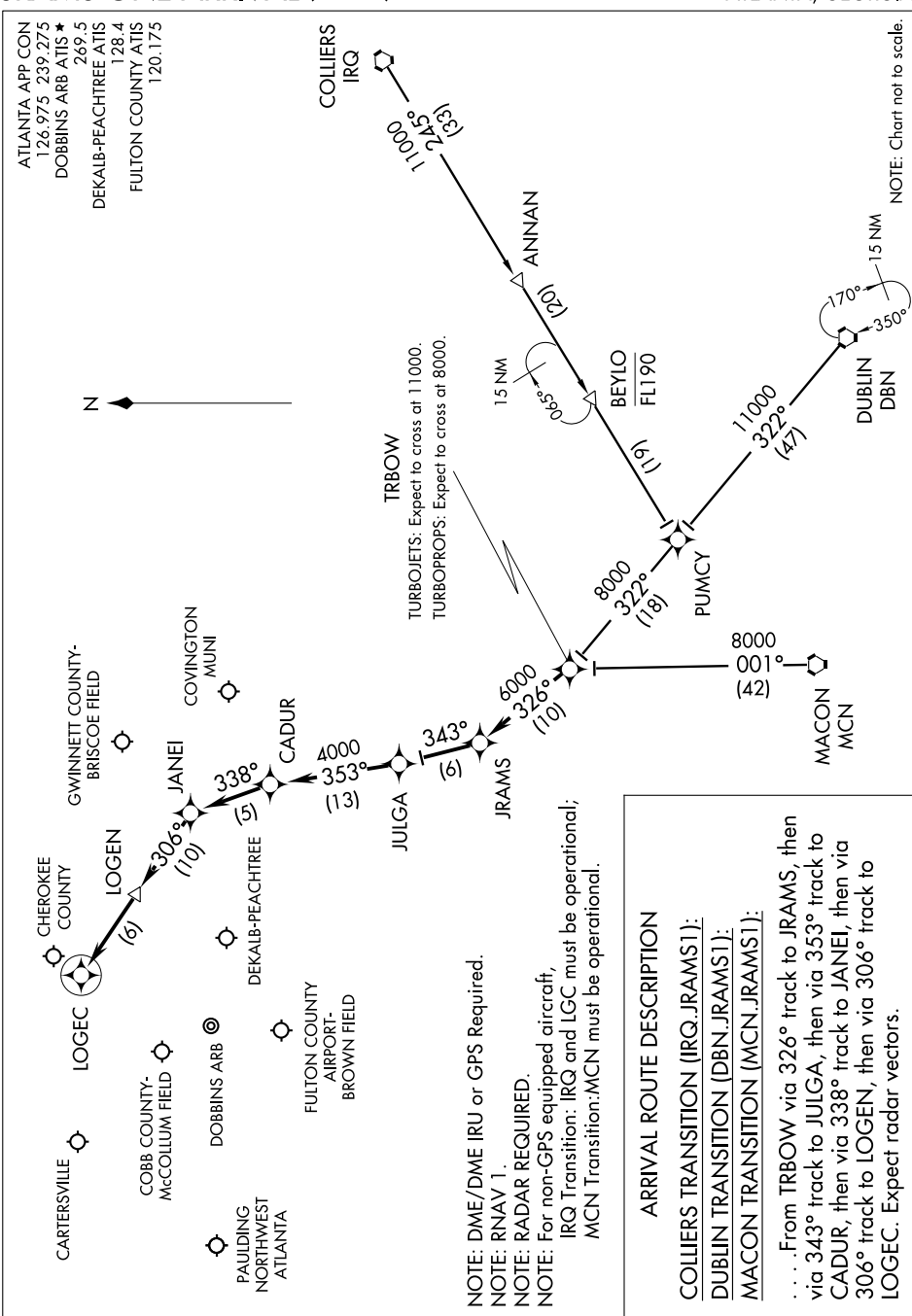


ATLANTA, GEORGIA

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

WAAS
CH **56605**
W04A

APP CRS
046°

Rwy Idg **3414**
TDZE **1219**
Apt Elev **1219**

RNAV (GPS) RWY 4

CANTON/ CHEROKEE COUNTY (47A)

▽ DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local alimeter setting not received, use Marietta alimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ½ mile.

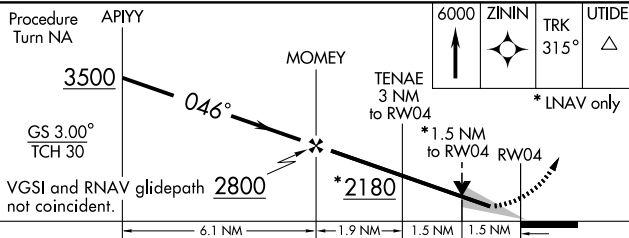
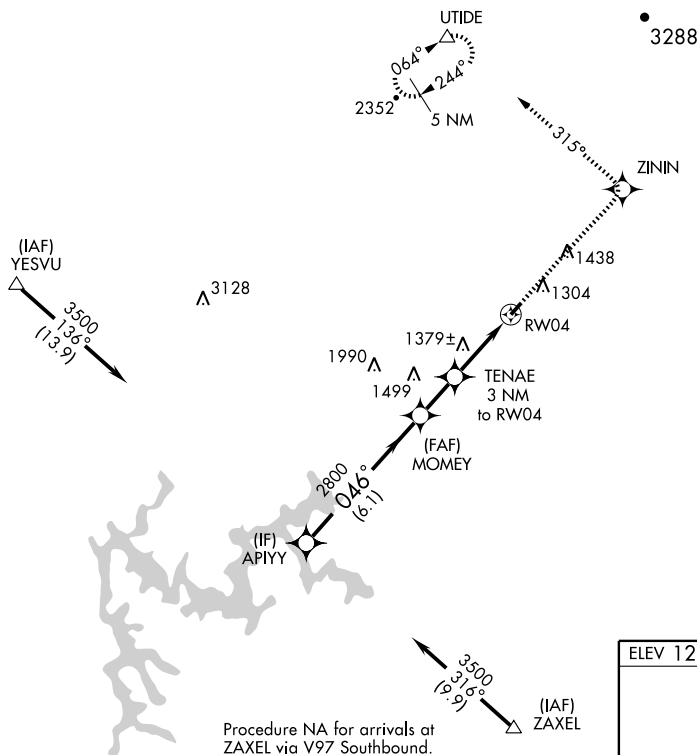
△ NA

MISSED APPROACH: Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

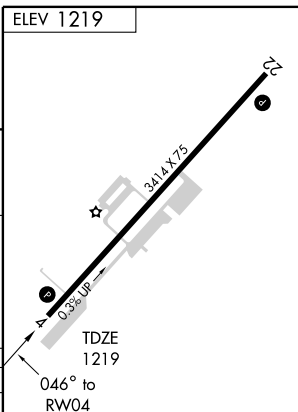
AWOS-3
119.825

ATLANTA APP CON
121.0 268.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1469-1 250 (300-1)			NA
LNAV MDA	1640-1	421 (500-1)	1640-1¼ 421 (500-1¼)	NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA



MIRL Rwy 4-22

APP CRS **226°**
 Rwy Idg **3414**
 TDZE **1219**
 Apt Elev **1219**

RNAV (GPS) RWY 22

CANTON/ CHEROKEE COUNTY (47A)

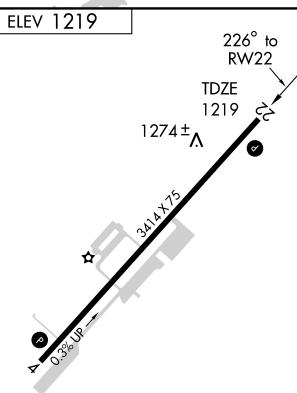
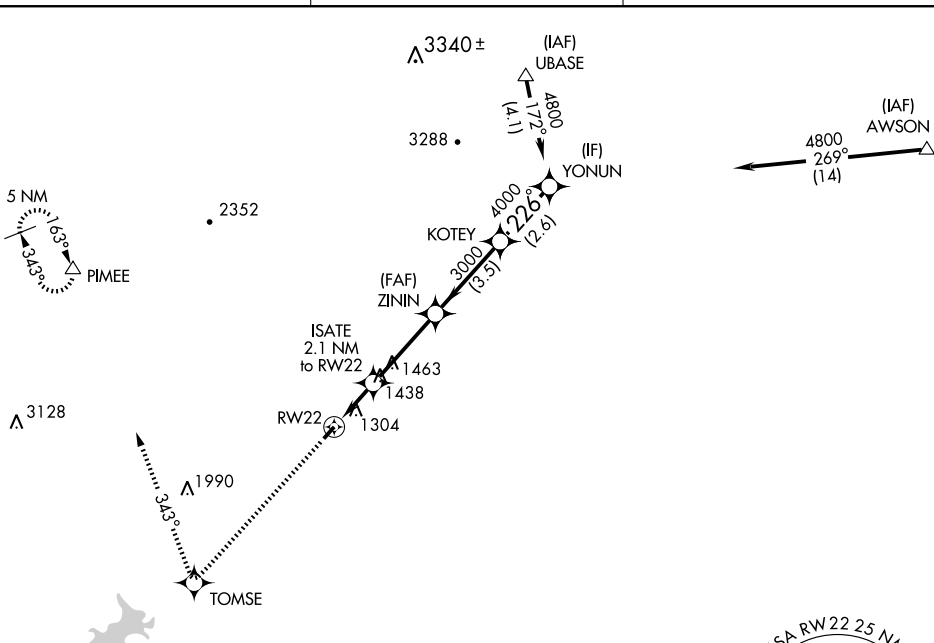
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ¼ mile.





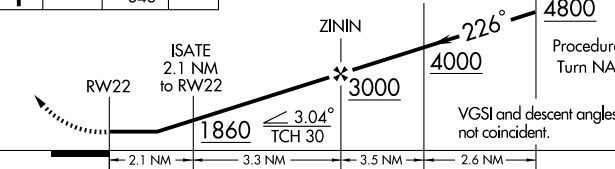
MISSED APPROACH: Climb to 6000 direct TOMSE and right turn on track 343° to PIMEE and hold, continue climb-in-hold to 6000.

AWOS-3
119.825

ATLANTA APP CON
121.0 268.7

UNICOM
123.0 (CTAF) 0



6000	TOMSE	PIMEE			
					
					
CATEGORY	A	B	C	D	
LNAV MDA	1560-1 341 (400-1)			NA	
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA	

MIRL Rwy 4-22 0

CANTON

CHEROKEE CO (47A) 6 NE UTC-5(-4DT) N34°18.64' W84°25.43'

1219 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H3414X75 (ASPH) S-26 MIRL 0.3% up NE

RWY 04: PAPI (P2L)—GA 2.50° TCH 26'.

RWY 22: PAPI (P2L)—GA 2.50° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (770) 704-6235.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 121.0

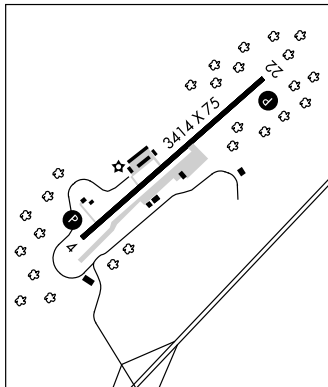
RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 074° 35.7 NM to fld. 1150/01E.

HIWAS.

CHERO NDB (MHW) 415 DJD N34°15.14' W84°29.26' 046°
4.7 NM to fld. NOTAM FILE MCN.



CARROLLTON N33°33.95' W85°07.85' NOTAM FILE MCN.

NDB (MHW) 278 GPQ 347° 4.1 NM to West Georgia Rgnl—OV Gray Fld. NDB unusable byd 15 NM.

ATLANTA

L-181

CARROLLTON

WEST GEORGIA RGNL—OV GRAY FLD (CTJ) 5 NW UTC-5(-4DT) N33°37.90' W85°09.14'

1161 B S4 FUEL 100LL, JET A1 OX 1 NOTAM FILE MCN

RWY 17-35: H5503X100 (ASPH) S-43, D-56, 2D-83 MIRL 1.0% up N

RWY 17: PAPI (P4L)—GA 3.0° TCH 33'. Trees.

RWY 35: PAPI (P4L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1400-2300Z†, Sun 1700-2300Z†. Deer on and near rwys at all times. MIRL Rwy 17-35 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (770) 214-9667.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

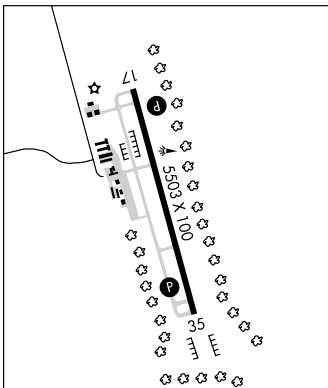
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 182° 31.8 NM to fld. 1150/01E.

HIWAS.

CARROLLTON NDB (MHW) 278 GPQ N33°33.95' W85°07.85'
347° 4.1 NM to fld. NOTAM FILE MCN. NDB unusable byd 15 NM.

ILS 111.7 I-CTJ Rwy 35.



(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VXX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

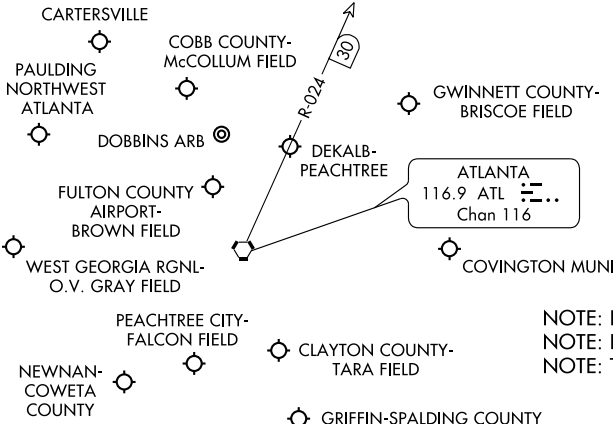
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

ELECTRIC CITY
108.6 ELW
Chan 23

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

APP CRS **168°**
Rwy ldg **5503**
TDZE **1164**
Apt Elev **1165**

RNAV (GPS) RWY 17

CARROLLTON/ WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

⚠ When local altimeter setting not received, use Newnan altimeter setting and increase all MDA 100 feet and visibility LNAV Cat C/D and Circling Cat C ¼ mile. Visibility reduction by helicopters NA.

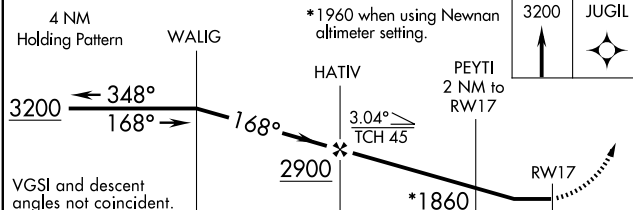
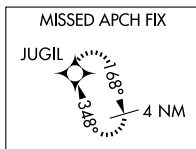
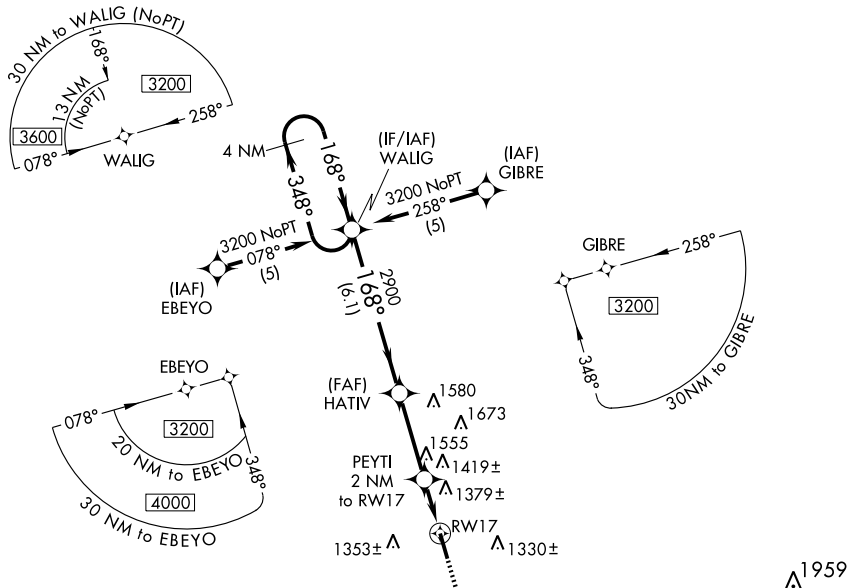
MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3
118.175

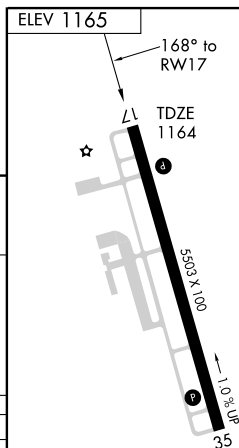
ATLANTA APP CON
121.0 268.7

CLNC DEL
121.6

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1640-1 476 (500-1)	1640-1½ 476 (500-1½)	1640-1¼ 476 (500-1¼)	1640-1½ 476 (500-1½)
CIRCLING	1660-1 495 (500-1)	1680-1 515 (600-1)	1680-1½ 515 (600-1½)	1720-2 555 (600-2)



MIRL Rwy 17-35 0

WAAS Chan 60907 W35A	APP CRS 348°	Rwy Idg 5503 TDZE 1140 Apt Elev 1161
--	------------------------	---

RNAV (GPS) RWY 35

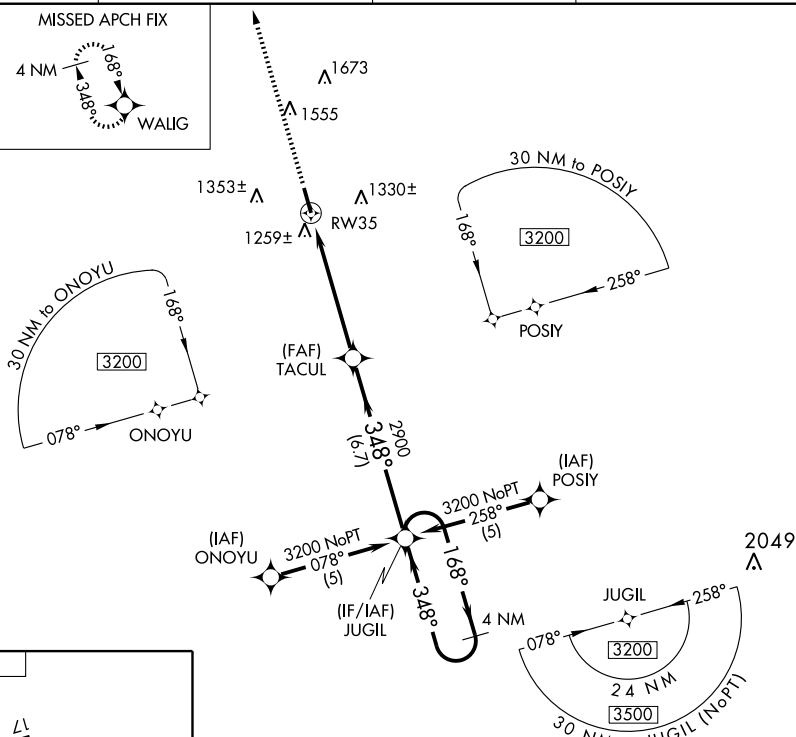
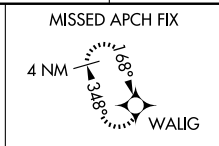
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

- T** If local altimeter setting not received, use Newnan altimeter setting and
A increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
 VDP NA when using Newnan altimeter setting.

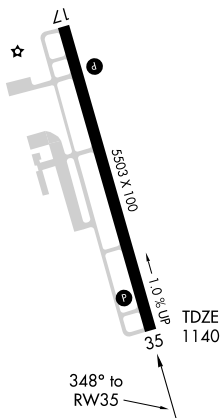
MISSED APPROACH: Climb to 3200 direct WALIG and hold.

AWOS-3
118.175

ATLANTA APP CON
121.0 268.7

CLNC DEL
121.6UNICOM
122.7 (CTAF) **L**

ELEV 1161

MIRL Rwy 17-35 **L**

Orig 09127

CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

33°38'N - 85°09'W

RNAV (GPS) RWY 35

SE-4. 21 OCT 2010 to 18 NOV 2010

CARTERSVILLE (VPC) 3 SW UTC-5(-4DT) N34°07.39' W84°50.92'

ATLANTA

759 B S4 FUEL 100LL, JET A1+ TPA—See Remarks NOTAM FILE VPC

H-9A, 12F, L-181

RWY 01-19: H5760X100 (ASPH-GRVD) S-26 HIRL 0.5% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 38'. Thld dsplcd 740'. Trees.

RWY 19: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1100-0200Z†. Deer on and in vof arpt. Ultralight activity on and in vof arpt. TPA for light acft 1800(1041), TPA for jet and turboprop acft 2300(1541), TPA for ultralight acft 1300(541). Ultralight traffic pattern inside normal pattern with central third of Rwy 01-19 designated ultralight ldg and txf area. Ultralight pattern entry crosses field approximately 2000' from either approach end at 541' AGL. Be advised—grass strip 4.9 NW of arpt. HIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 120.525 (770) 606-0375.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 121.0

GCO 121.725 (ATLANTA LARGE TRACON CLNC DEL AND FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 099° 13.7 NM to fld. 1150/01E.

HIWAS.

NDB (MHW) 308 EVZ N34°11.98' W84°50.59' 187° 4.6 NM to fld. NOTAM FILE VPC.

ILS/DME 110.35 I-VP C Chan 40(Y) Rwy 19. (LOC only). LOC unmonitored 0200-1100Z†.

COMM/NAV/WEATHER REMARKS: ASOS wind data unreliable 210°-350°.

CEDAR N33°32.00' W82°36.86' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LOM) 341 AA 096° 4.9 NM to Thomson-McDuffie Co. NDB unusable byd 15 NM.

L-241

CEDARTOWN

POLK CO ARPT-CORNELIUS MOORE FLD (4A4) 5 E UTC-5(-4DT) N34°01.12' W85°08.79'

ATLANTA

974 B S2 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-181

RWY 09-27: H4004X75 (ASPH) S-20 MIRL 0.4% up W

IAP

RWY 09: PAPI(P2L). Treeline.

RWY 27: PAPI(P2L). Treeline.

AIRPORT REMARKS: Attended 1300-0100Z†. Parachute Jumping. Rwy 09 6'-12' trees at thld 150' left. Rwy 27 +10' trees 113' from thld 150' right. ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

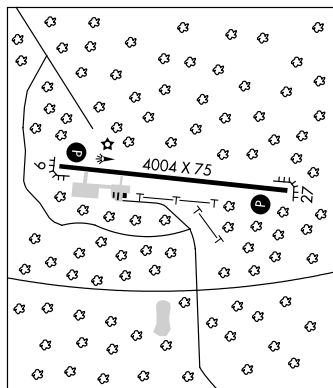
Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 188° 8.7 NM to fld. 1150/01E.

HIWAS.



CHERO N34°15.14' W84°29.26' NOTAM FILE MCW.

ATLANTA

NDB (MHW) 415 DJD 046° 4.7 NM to Cherokee Co.

L-18J

CHEROKEE CO (See CANTON)

(AWSON.AWSON1) 10266

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

CARTERSVILLE
PAULDING NORTHWEST ATLANTA
DOBBINS ARB
FULTON COUNTY AIRPORT-BROWN FIELD
WEST GEORGIA RGNL-O.V. GRAY FIELD
PEACHTREE CITY-FALCON FIELD
NEWNAN-COWETA COUNTY
COBB COUNTY-McCOLLUM FIELD
GWINNETT COUNTY-BRISCOE FIELD
DEKALB-PEACHTREE
ATLANTA
COVINGTON MUNI
CLAYTON COUNTY-TARA FIELD
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL

(AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

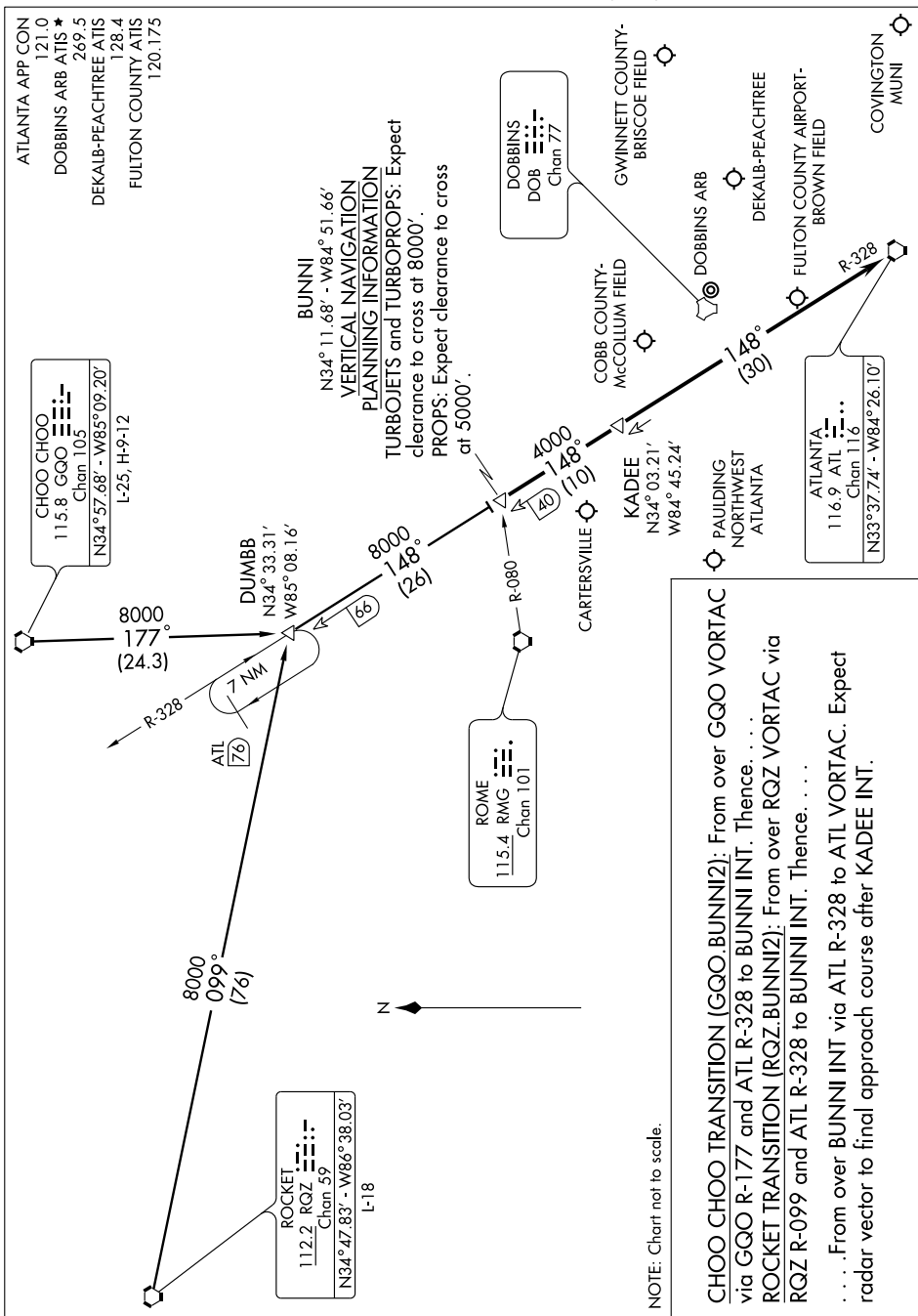
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

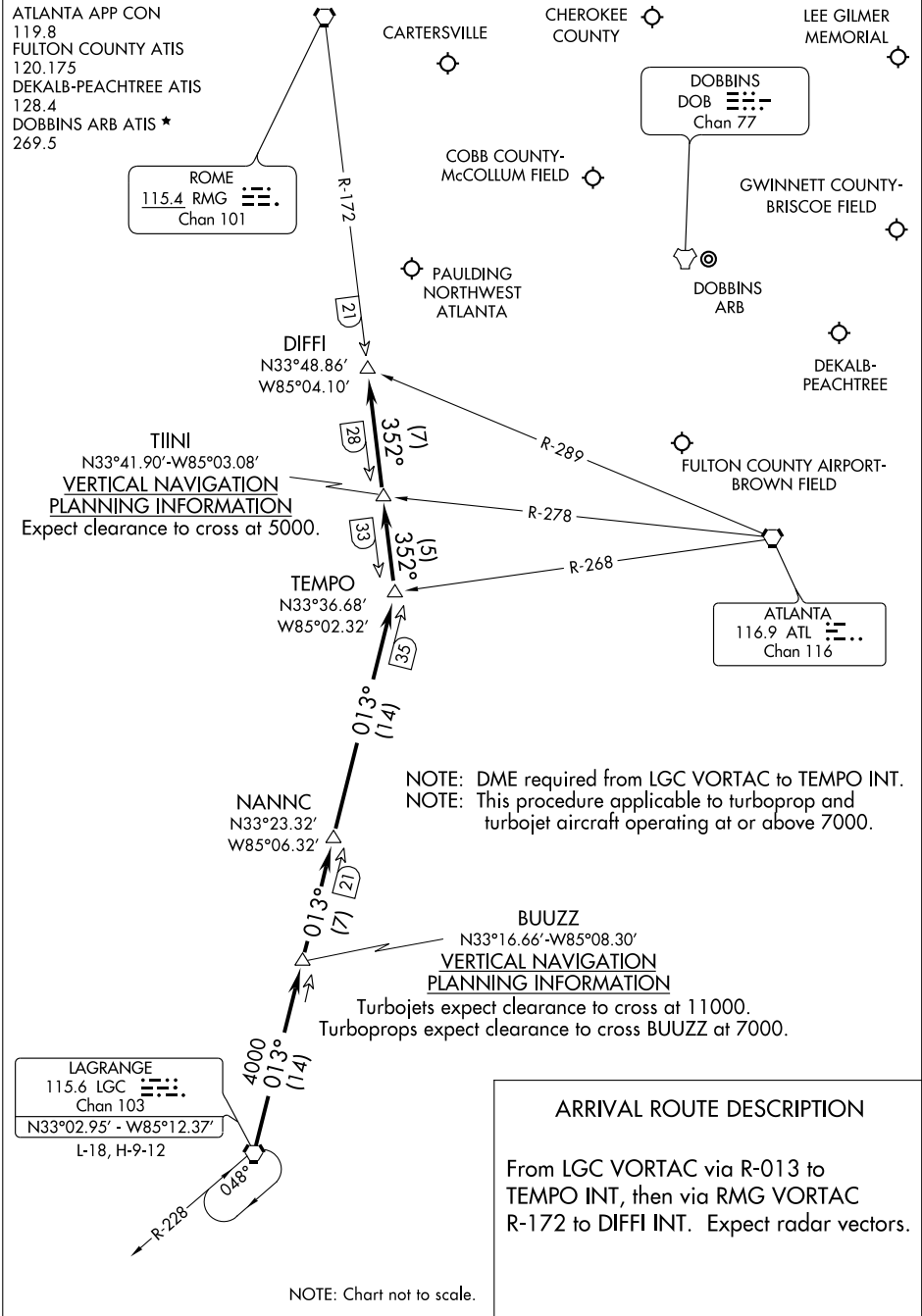
SE-4, 21 OCT 2010 to 18 NOV 2010



DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

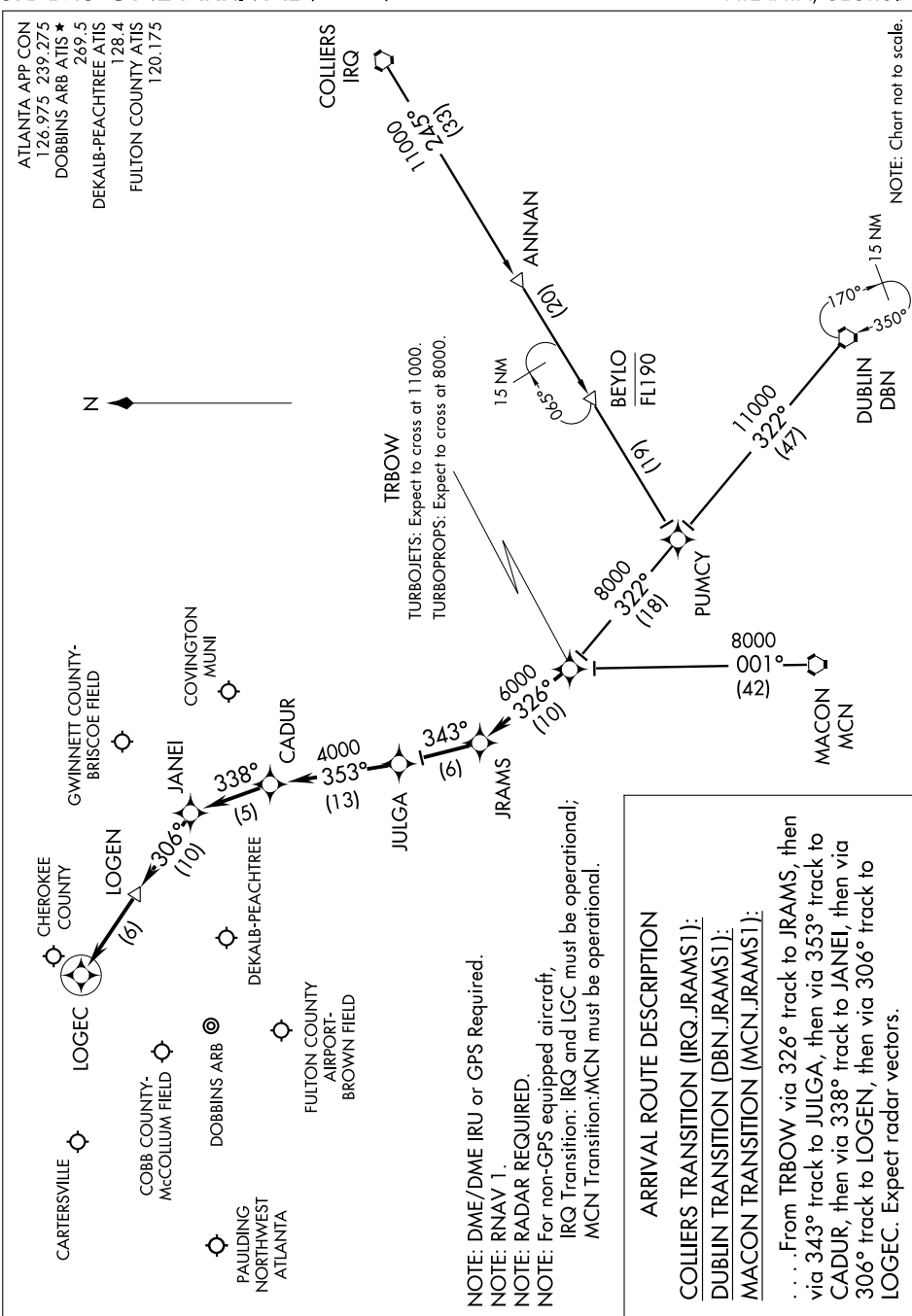
DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

LOC/DME I-PC
110.35
 Chan **40 (Y)**

APP CRS
187°

Rwy Idg
 TDZE **5760**
 Apt Elev **759**

LOC RWY 19
 CARTERSVILLE (VPC)

ADF Required.
 If local altimeter setting not received, use Richard B.
 Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2000 then climbing
 left turn to 3400 direct EVZ NDB and hold,
 continue climb-in-hold to 3400.

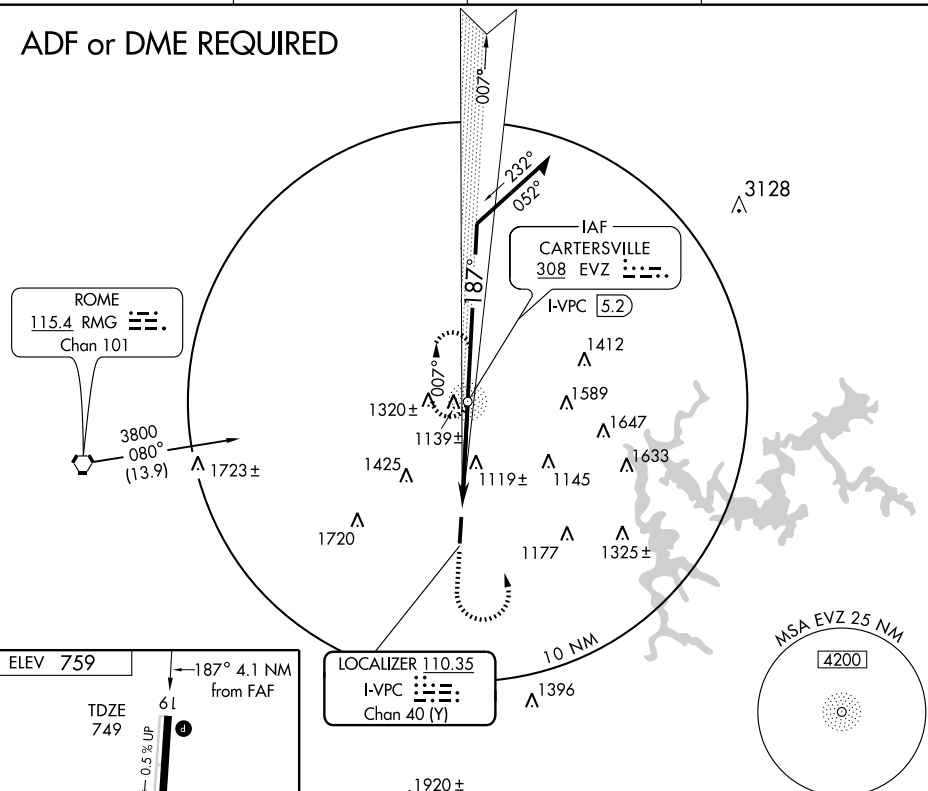
ASOS
120.525

ATLANTA APP CON
121.0 268.7

GCO
121.725

UNICOM
123.05 (CTAF) 0

ADF or DME REQUIRED



ELEV 759

TDZE 749

61

187° 4.1 NM from FAF

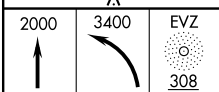
0.5% UP

5760 X 100

REIL Rwy 19 0
 HIRL Rwy 1-19 0

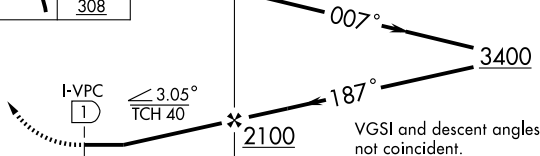
FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



NDB
 I-PC 5.2

Remain
 within 10 NM



CATEGORY	A	B	C	D
S-19	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1280-1¾ 531 (600-1¾)
CIRCLING	1340-1 581 (600-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

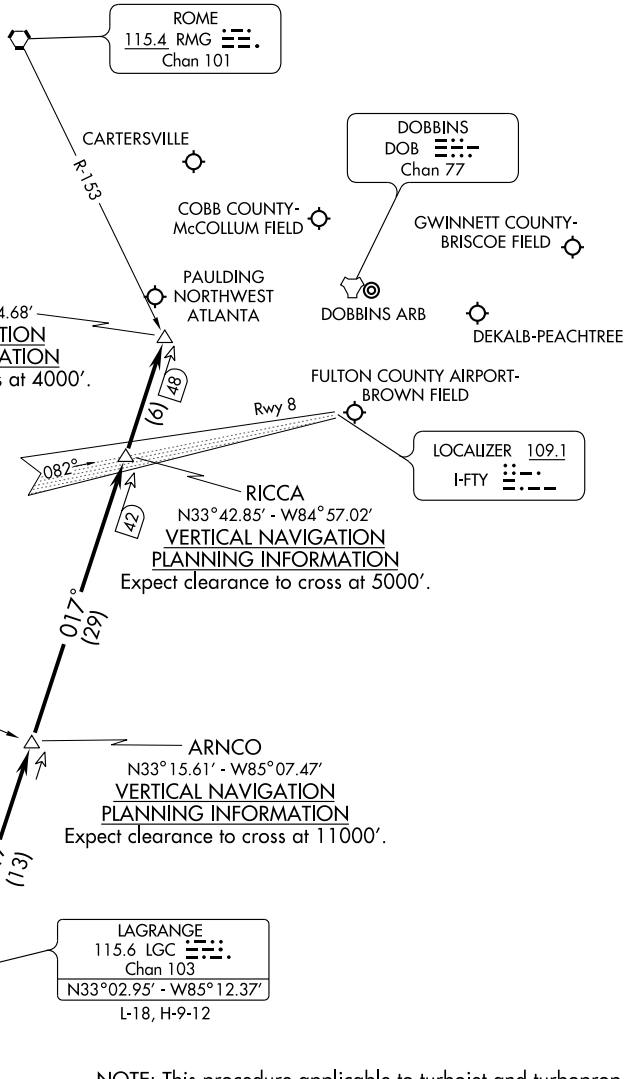
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

APP CRS	Rwy ldg	5020
007°	TDZE	754
	Apt Elev	759

RNAV (GPS) RWY 1

CARTERSVILLE (VPC)

When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

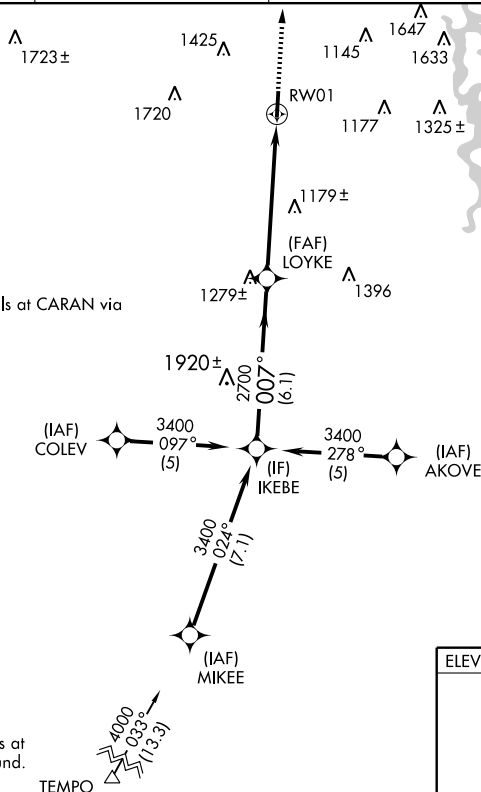
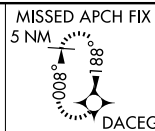
MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS
120.525

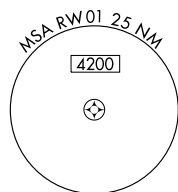
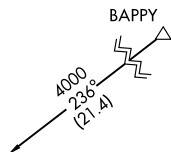
ATLANTA APP CON
121.0 268.7

GCO
121.725

UNICOM
123.05 (CTAF) 0



Procedure NA for arrivals at BAPPY via V97 Northbound.



Procedure NA for arrivals at TEMPO via V18 Westbound.



Procedure Turn NA

IKEBE

3400

LOYKE

2700

3000

DACEG

VGSI and descent angles not coincident.

3.05° TCH 40

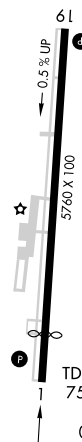
RW01

6.1 NM

5.9 NM

CATEGORY	A	B	C	D
RNAV MDA	1440-1	686 (700-1)	1440-2 686 (700-2)	1440-2 1/4 686 (700-2 1/4)
CIRCLING	1440-1	681 (700-1)	1600-2 1/2 841 (900-2 1/2)	1600-2 3/4 841 (900-2 3/4)

ELEV 759



REIL Rwy 19 0
HIRL Rwy 1-19 0

WAAS CH 58005 W19A	APP CRS 187°	Rwy ldg TDZE Apt Elev	5760 749 759
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RNAV (GPS) RWY 19

CARTERSVILLE (VPC)

▼ If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

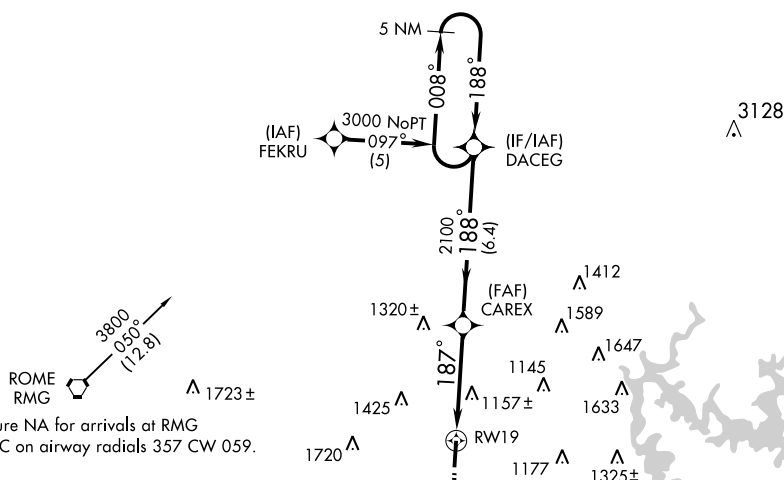
MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

ASOS
120.525

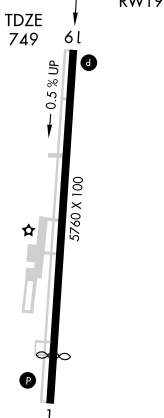
ATLANTA APP CON
121.0 268.7

GCO
121.725

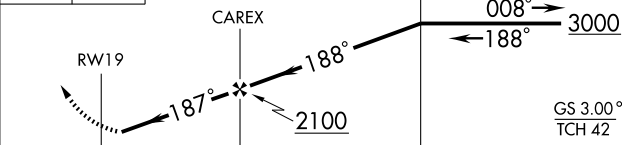
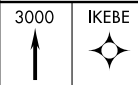
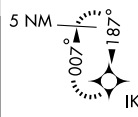
UNICOM
123.05 (CTAF) 0



ELEV 759



MISSED APPROACH FIX



CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
RNAV MDA	1420-1 671 (700-1)	1420-2 671 (700-2)	1420-2 671 (700-2 1/4)	1420-2 671 (700-2 1/4)
CIRCLING	1420-1 661 (700-1)	1440-1 681 (700-1)	1600-2 1/2 841 (900-2 1/2)	1600-2 3/4 841 (900-2 3/4)

REIL Rwy 19 0
HIRL Rwy 1-19 0

VORTAC RMG 115.4 Chan 101	APP CRS 099°	Rwy Idg TDZE Apt Elev	N/A N/A 759
---	------------------------	-----------------------------	--------------------------

VOR/DME-A

CARTERSVILLE (VPC)

▼ If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via RMG R-099 to GUCEK/6 DME and hold.

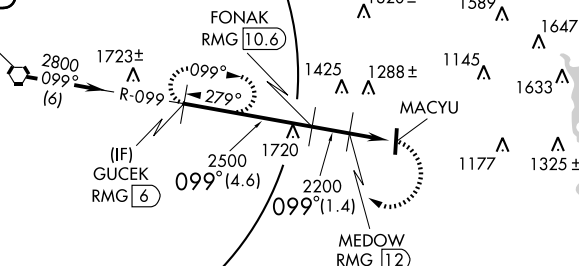
ASOS
120.525

ATLANTA APP CON
121.0 268.7

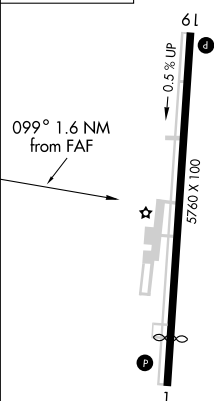
GCO
121.725

UNICOM
123.05 (CTAF) 0

Procedure NA for arrivals on RMG VORTAC airway radials 059 CW 132.



ELEV 759



REIL Rwy 19 **0**
HIRL Rwy 1-19 **0**

CATEGORY	<div> <div> <div>GUCEK RMG 6</div> <div>2800</div> </div> <div> <div>099°</div> <div>2500</div> </div> <div> <div>FONAK RMG 10.6</div> <div>2200</div> </div> <div> <div>MEDOW RMG 12</div> <div>MACYU RMG 13.6</div> </div> </div>			
	<div> <div>4.6 NM</div> <div>1.4 NM</div> <div>1.6 NM</div> </div>			
CIRCLING	A	B	C	D
	1560-1 801 (900-1)	1560-1½ 801 (900-1½)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

CARTERSVILLE (VPC) 3 SW UTC-5(-4DT) N34°07.39' W84°50.92'

ATLANTA

759 B S4 FUEL 100LL, JET A1+ TPA—See Remarks NOTAM FILE VPC

H-9A, 12F, L-181

RWY 01-19: H5760X100 (ASPH-GRVD) S-26 HIRL 0.5% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 38'. Thld displd 740'. Trees.

RWY 19: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1100-0200Z†. Deer on and in vof arpt. Ultralight activity on and in vof arpt. TPA for light acft 1800(1041), TPA for jet and turboprop acft 2300(1541), TPA for ultralight acft 1300(541). Ultralight traffic pattern inside normal pattern with central third of Rwy 01-19 designated ultralight ldg and txf area. Ultralight pattern entry crosses field approximately 2000' from either approach end at 541' AGL. Be advised—grass strip 4.9 NW of arpt. HIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 120.525 (770) 606-0375.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 121.0

GCO 121.725 (ATLANTA LARGE TRACON CLNC DEL AND FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 099° 13.7 NM to fld. 1150/01E.

HIWAS.

NDB (MHW) 308 EVZ N34°11.98' W84°50.59' 187° 4.6 NM to fld. NOTAM FILE VPC.

ILS/DME 110.35 I-VP C Chan 40(Y) Rwy 19. (LOC only). LOC unmonitored 0200-1100Z†.

COMM/NAV/WEATHER REMARKS: ASOS wind data unreliable 210°-350°.

CEDAR N33°32.00' W82°36.86' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LOM) 341 AA 096° 4.9 NM to Thomson-McDuffie Co. NDB unusable byd 15 NM.

L-241

CEDARTOWN

POLK CO ARPT-CORNELIUS MOORE FLD (4A4) 5 E UTC-5(-4DT) N34°01.12' W85°08.79'

ATLANTA

974 B S2 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-181

RWY 09-27: H4004X75 (ASPH) S-20 MIRL 0.4% up W

IAP

RWY 09: PAPI(P2L). Treeline.

RWY 27: PAPI(P2L). Treeline.

AIRPORT REMARKS: Attended 1300-0100Z†. Parachute Jumping. Rwy 09 6'-12' trees at thld 150' left. Rwy 27 +10' trees 113' from thld 150' right. ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

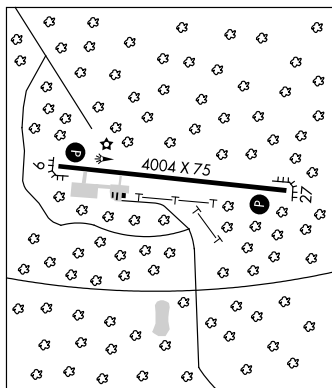
Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 188° 8.7 NM to fld. 1150/01E.

HIWAS.



CHERO N34°15.14' W84°29.26' NOTAM FILE MCW.

ATLANTA

NDB (MHW) 415 DJD 046° 4.7 NM to Cherokee Co.

L-18J

CHEROKEE CO (See CANTON)

VORTAC RMG
115.4
Chan **101**

APP CRS
097°

Rwy Idg
TDZE
Apt Elev
4004
973
973

VOR/DME RNAV or GPS RWY 9

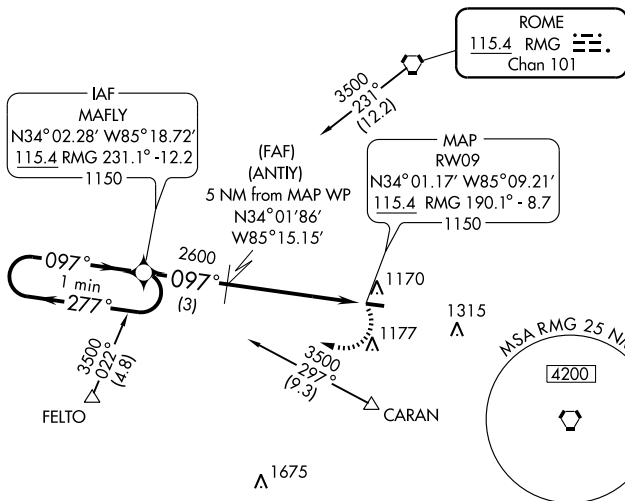
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

NA Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

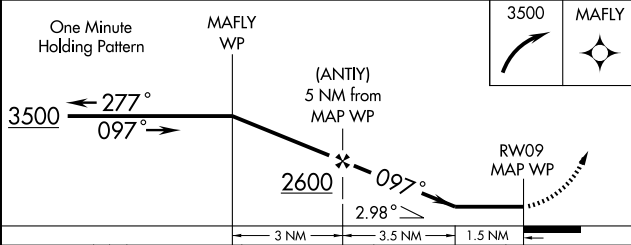
MISSED APPROACH: Climbing right turn to 3500 direct MAFLY WP and hold.

ATLANTA CENTER
133.8 353.7

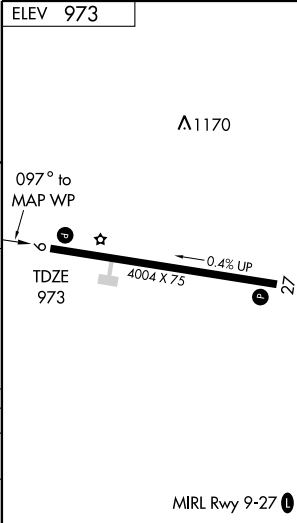
UNICOM
122.8 (CTAF) 0



2140



CATEGORY	A	B	C	D
S-9	1520-1	547 (600-1)	1520-1½ 547 (600-1½)	1520-1¾ 547 (600-1¾)
CIRCLING	1520-1	547 (600-1)	1540-1½ 567 (600-1½)	1540-2 567 (600-2)



VORTAC RMG
115.4
Chan **101**

APP CRS
277°

Rwy Idg **4004**
TDZE **973**
Apt Elev **973**

VOR/DME RNAV or GPS RWY 27

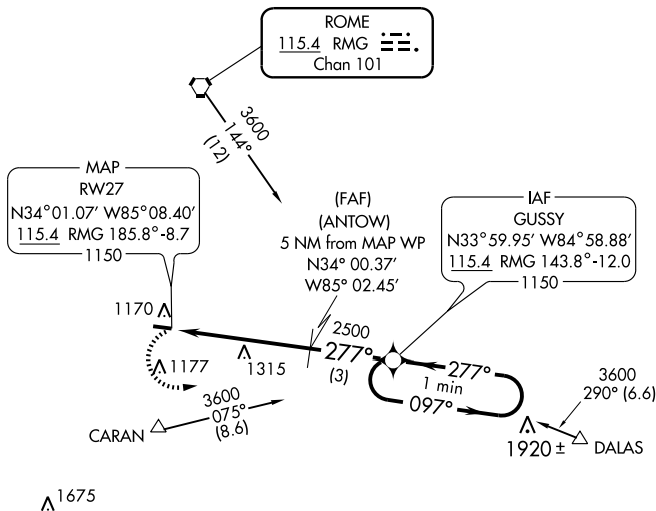
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

NA Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2900 direct GUSSY WP and hold.

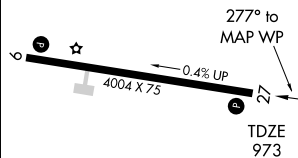
ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) 0

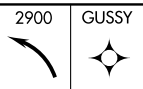


ELEV 973

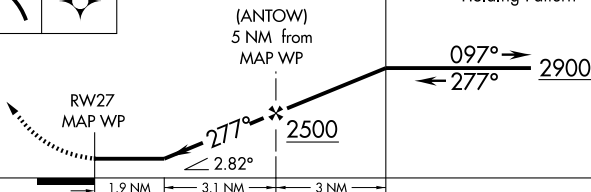
△ 1170



MIRL Rwy 9-27 0



GUSSY WP
One Minute Holding Pattern



CATEGORY	A	B	C	D
S-27	1560-1 587 (600-1)	1560-1½ 587 (600-1½)	1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1 587 (600-1)	1560-1½ 587 (600-1½)	1560-2 587 (600-2)	1560-2 587 (600-2)

VORTAC RMG
115.4
Chan **101**

APP CRS
188°

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
973

CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

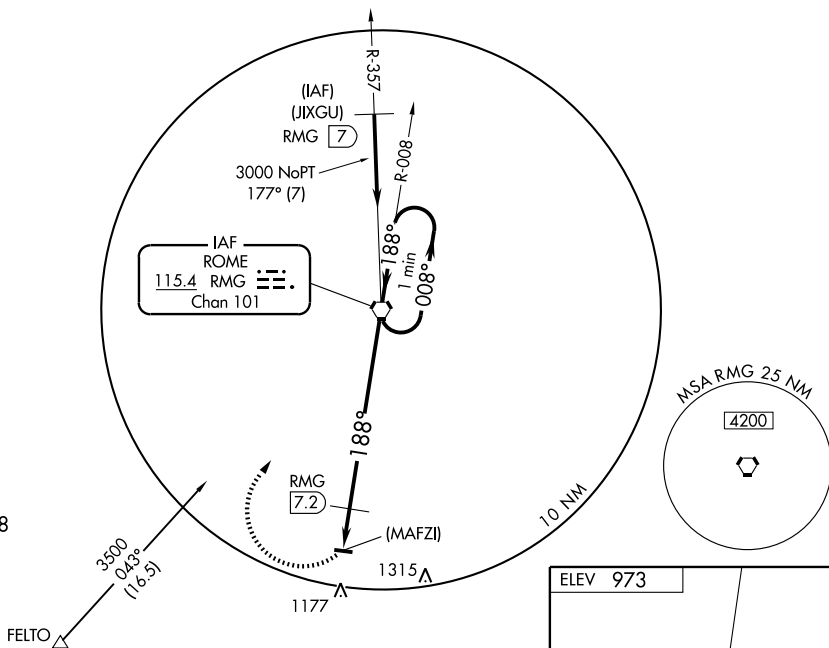
VOR or GPS-A

T Obtain local altimeter setting on CTAF; if not received, use
A **NA** Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct RMG VORTAC and hold.

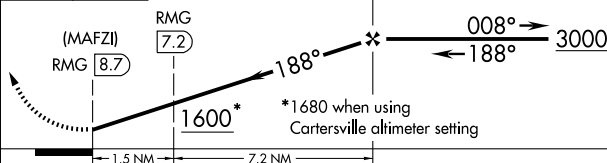
ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) **L**

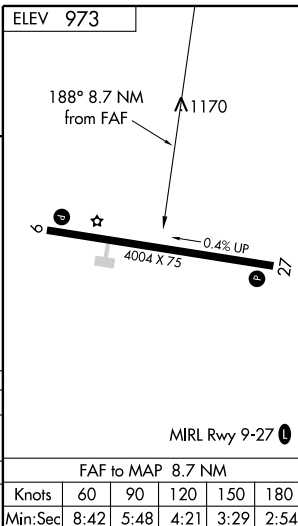


SE-4. 21 OCT 2010 to 18 NOV 2010

3000	RMG
	
	115.4



CATEGORY	A	B	C	D
CIRCLING	1600-1	627 (700-1)	1600-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$)	1600-2 627 (700-2)
DME MINIMUMS				
CIRCLING	1520-1	547 (600-1)	1540-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	1540-2 567 (600-2)



CEDARTOWN, GEORGIA
Amdt 12B 09099

CEDARTOWN/ POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

34° 01' N - 85° 09' W

VOR or GPS-A

CLAXTON—EVANS CO (CWV) 3 NE UTC−5(−4DT) N32°11.70' W81°52.17'

112 B S2 FUEL 100LL NOTAM FILE MCN

RWY 09—27: H5002X75(ASPH) S—30 MIRL

RWY 09: PAPI(P2L)—GA 3.75° TCH 33'. Trees.

RWY 27: PAPI(P2L)—GA 3.5° TCH 34'. Thld displcd 1000'. Trees.

AIRPORT REMARKS: Attended Mon—Sat 1300–2200Z†. Parachute Jumping. MIRL Rwy 09—27 preset on low ints dusk—0300Z†; to increase ints ACTIVATE—CTAF. After 0300Z†—CTAF. ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS—3 120.075 (912) 739-3768.

COMMUNICATIONS: CTAF/UNICOM 122.8

JAX CENTER APP/DEP CON 120.85

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

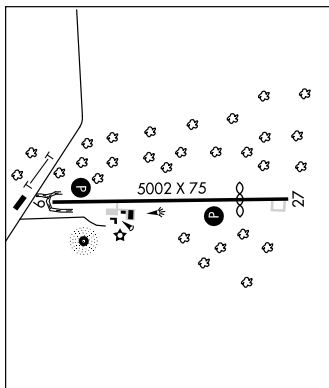
W81°11.95' 281° 34.3 NM to fld. 9/6W.

HIWAS.

NDB (MHW) 395 CWV N32°11.81' W81°52.84' at fld.

NOTAM FILE MCN.

CHARLOTTE
H—9B, 12F, L—24H
IAP



CLAYTON CO—TARA FLD (See HAMPTON)

COBB CO—McCOLLUM FLD (See ATLANTA)

COCHRAN (48A) 4 E UTC−5(−4DT) N32°24.04' W83°16.70'

377 B S2 NOTAM FILE MCN

RWY 11—29: H4401X75 (ASPH) 1.0% up NW

RWY 05—23: H3202X50 (ASPH) S—25 MIRL 0.3% up NE

RWY 05: Trees. RWY 23: Trees.

AIRPORT REMARKS: Attended Mon—Fri 1300–2200Z†, Sat 1300–1800Z†. Arpt lgts opr dusk—0230Z†. Rotating bcn OTS indef. Non standard turnarounds, inadequate separation Rwy 05—23, MIRL Rwy 05—23 preset dusk—0100Z†, after 0100Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 119.6 (7000' & abv) 124.2 (blo 7000') (1115–0500Z†)

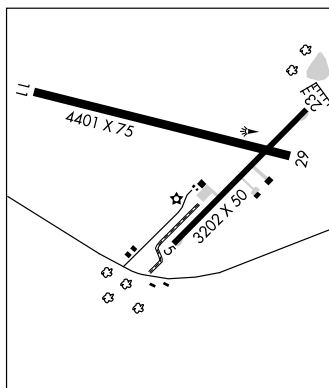
ATLANTA CENTER APP/DEP CON 123.95 (0500–1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 044° 15.8 NM to fld. 300/01E.

ATLANTA
L—18J
IAP



COFFEE CO N31°24.29' W82°55.43' NOTAM FILE MCN.

NDB (MHW) 390 OWC 040° 5.4 NM to Douglas Muni. NDB unmonitored 2300–1300Z†.

JACKSONVILLE
L—24L

WAAS CH 45914 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	5012 112 112
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RNAV (GPS) RWY 9

CLAXTON-EVANS COUNTY (C'WV)

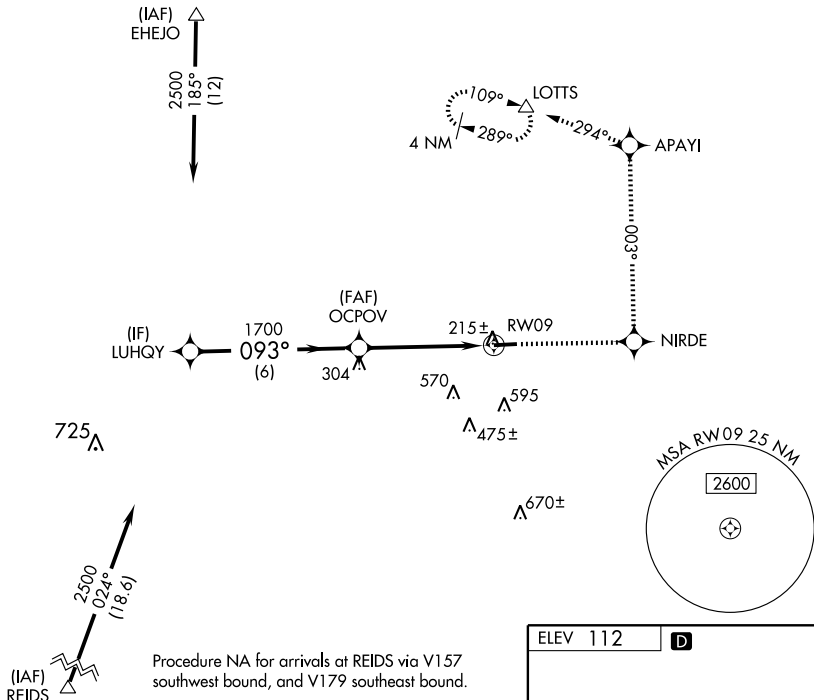
▼ Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTs and hold.

AWOS-3
120.075

JACKSONVILLE CENTER
120.85 322.5

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at REIDS via V157 southwest bound, and V179 southeast bound.

ELEV 112

D

Procedure
Turn NA

LUHQY

VGSI and RNAV
glidepath not coincident.

3000

NIRDE

APAYI

LOTTs

003° TRK

294° TRK

093° to
RW09

GS 3.00°
TCH 33

1700

RW09

TDZE
112

5012 X 75

27

CATEGORY

A

B

C

D

LPV DA

472-1¼

360 (400-1¼)

LNAV/VNAV DA

824-2½

712 (800-2½)

LNAV MDA

560-1

448 (500-1)

560-1¼

448 (500-1¼)

560-1½

448 (500-1½)

CIRCLING

600-1

488 (500-1)

600-1½

488 (500-1½)

840-2¼

728 (800-2¼)

MIRL Rwy 9-27 0

WAAS CH 87114 W27A	APP CRS 273°	Rwy Idg 4012 TDZE 111 Apt Elev 112
--	------------------------	---

RNAV (GPS) RWY 27

CLAXTON-EVANS COUNTY (C'WV)

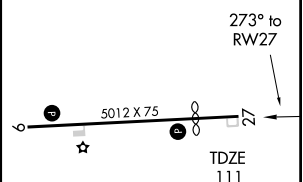
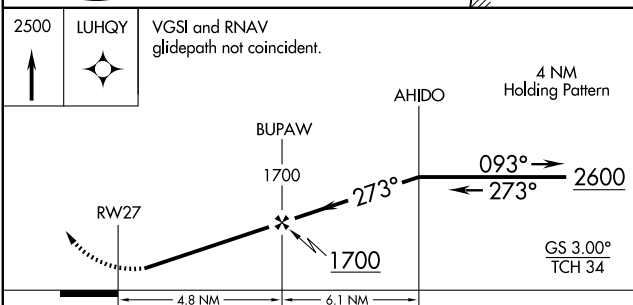
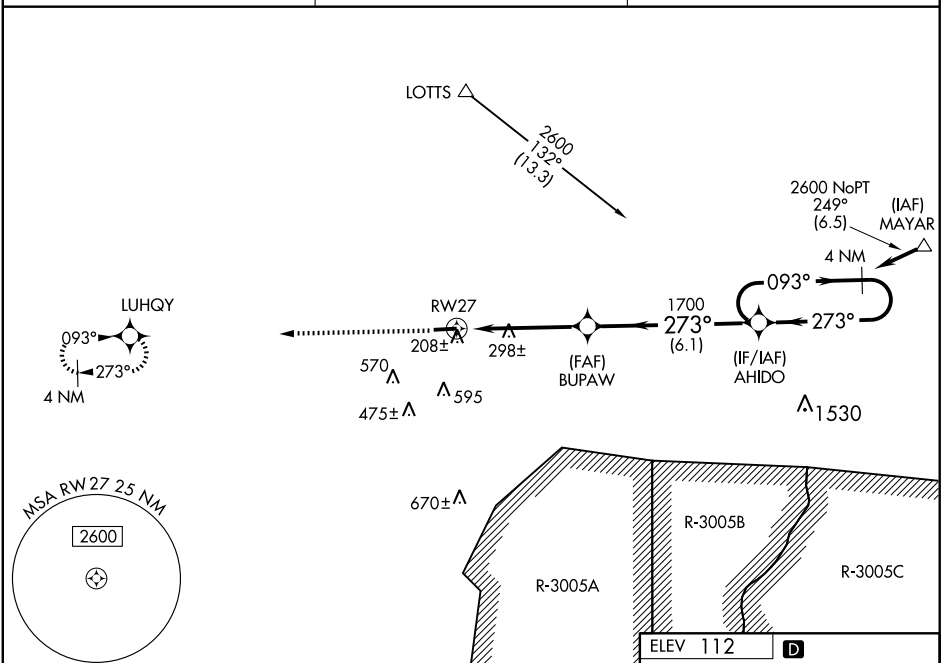
▼ Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

MISSED APPROACH:
Climb to 2500 direct LUHQY and hold.

AWOS-3
120.075

JACKSONVILLE CENTER
120.85 322.5

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 0

CLAXTON—EVANS CO (CWV) 3 NE UTC−5(−4DT) N32°11.70' W81°52.17'

112 B S2 FUEL 100LL NOTAM FILE MCN

RWY 09—27: H5002X75(ASPH) S—30 MIRL

RWY 09: PAPI(P2L)—GA 3.75° TCH 33'. Trees.

RWY 27: PAPI(P2L)—GA 3.5° TCH 34'. Thld displcd 1000'. Trees.

AIRPORT REMARKS: Attended Mon—Sat 1300–2200Z†. Parachute Jumping. MIRL Rwy 09—27 preset on low ints dusk—0300Z†; to increase ints ACTIVATE—CTAF. After 0300Z†—CTAF. ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS—3 120.075 (912) 739-3768.

COMMUNICATIONS: CTAF/UNICOM 122.8

JAX CENTER APP/DEP CON 120.85

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

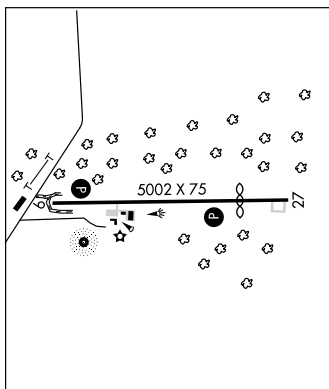
SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 281° 34.3 NM to fld. 9/6W.

HIWAS.

NDB (MHW) 395 CWV N32°11.81' W81°52.84' at fld.

NOTAM FILE MCN.



CHARLOTTE

H—9B, 12F, L—24H

IAP

CLAYTON CO—TARA FLD (See HAMPTON)

COBB CO—McCOLLUM FLD (See ATLANTA)

COCHRAN (48A) 4 E UTC−5(−4DT) N32°24.04' W83°16.70'

377 B S2 NOTAM FILE MCN

RWY 11—29: H4401X75 (ASPH) 1.0% up NW

RWY 05—23: H3202X50 (ASPH) S—25 MIRL 0.3% up NE

RWY 05: Trees. RWY 23: Trees.

AIRPORT REMARKS: Attended Mon—Fri 1300–2200Z†, Sat 1300–1800Z†. Arpt lgts opr dusk—0230Z†. Rotating bcn OTS indef. Non standard turnarounds, inadequate separation Rwy 05—23, MIRL Rwy 05—23 preset dusk—0100Z†, after 0100Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

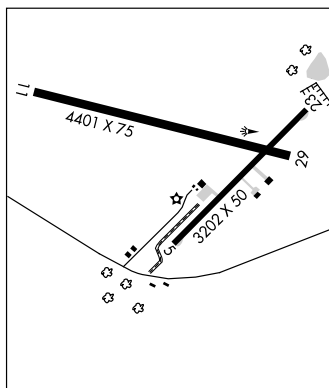
Ⓡ ATLANTA APP/DEP CON 119.6 (7000' & abv) 124.2 (blo 7000') (1115–0500Z†)

ATLANTA CENTER APP/DEP CON 123.95 (0500–1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 044° 15.8 NM to fld. 300/01E.



ATLANTA

L—18J

IAP

COFFEE CO N31°24.29' W82°55.43' NOTAM FILE MCN.

NDB (MHW) 390 OWC 040° 5.4 NM to Douglas Muni. NDB unmonitored 2300–1300Z†.

JACKSONVILLE

L—24H

APP CRS **107°**
Rwy Idg **4401**
TDZE **377**
Apt Elev **377**

RNAV (GPS) RWY 11

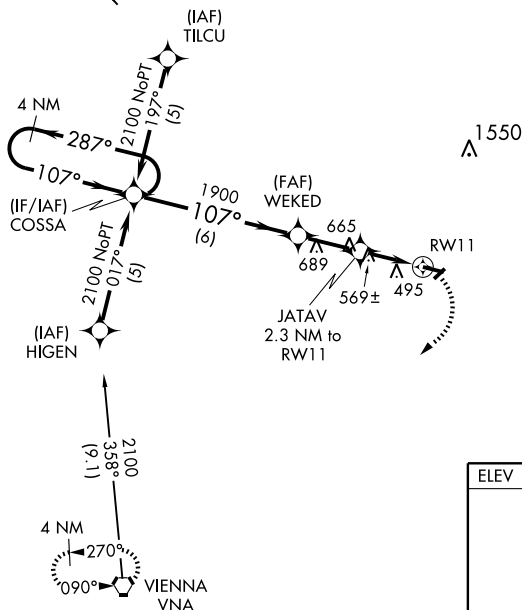
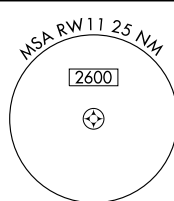
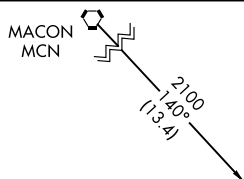
COCHRAN (48A)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON ★
124.2 279.6

UNICOM
122.8 (CTAF) 0

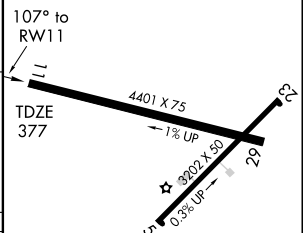
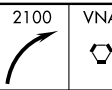


ELEV 377

4 NM Holding Pattern COSSA

2100 ← 287°
107° →
VGSI and descent angles not coincident.

WEKED
JATAV 2.3 NM to RWY 11
TCH 45
1900
1160
RWY 11



CATEGORY	A	B	C	D
RNAV MDA	880-1 503 (600-1)	880-1½ 503 (600-1½)	880-1½ 503 (600-1½)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23 0

WAAS CH 86319 W29A	APP CRS 287°	Rwy Idg TDZE Apt Elev	4401 358 377
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RNAV (GPS) RWY 29

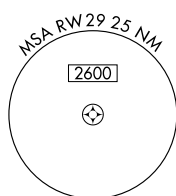
COCHRAN (48A)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2100 direct ELTEW and on track 216° to VNA VORTAC and hold.

ATLANTA APP CON ★
124.2 279.6

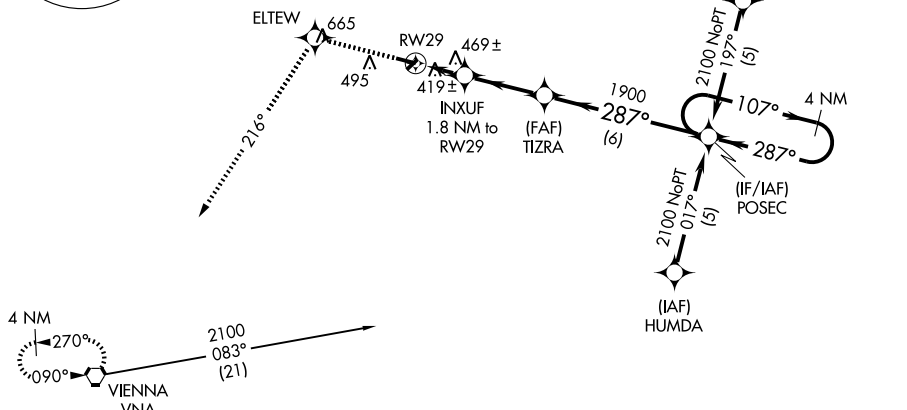
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival at DBN VORTAC on airway radials 243 CW 286.

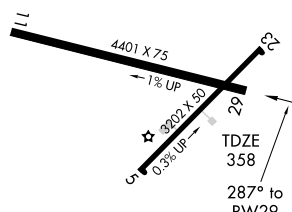
DUBLIN DBN

1550 A



Procedure NA for arrival at VNA VORTAC on airway radials 057 CW 138.

ELEV 377



	2100	ELTEW	VNA	4 NM Holding Pattern
	↑	✧	tr 216°	✧
*LNAV Only.				
		INXUF 1.8 NM to RW29	TIZRA 1900	
		RW29	940*	
		1.8 NM	2.9 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	659-1 ¼	301 (300-1 ¼)		NA
LNAV/VNAV DA	764-1 ½	406 (400-1 ½)		NA
LNAV MDA	780-1	422 (500-1)	780-1 ¼ 422 (500-1 ¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1 ½ 523 (600-1 ½)	NA

MIRL Rwy 5-23 0

VORTAC VNA 116.5 Chan 112	APP CRS 044°	Rwy Idg TDZE Apt Elev 3202 336 377
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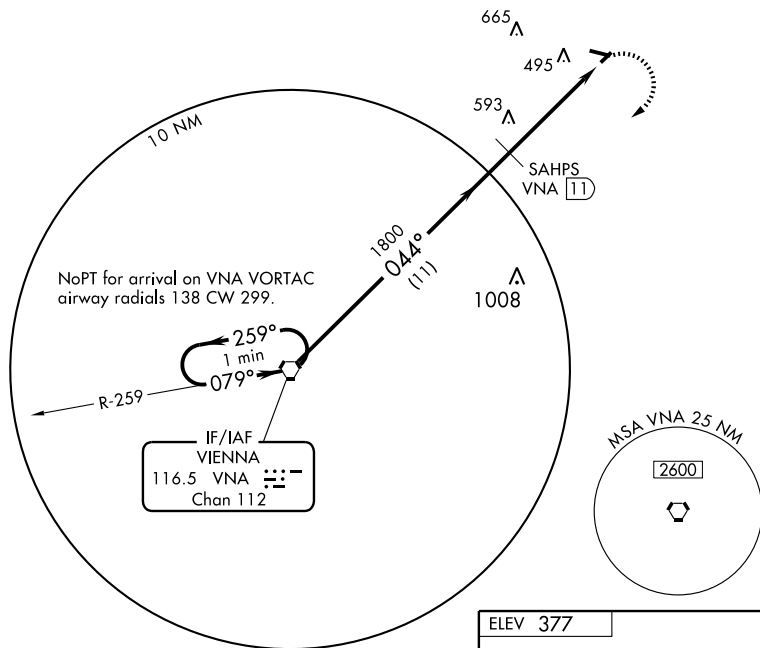
VOR/DME RWY 5
COCHRAN (48A)

▼ Use Dublin altimeter setting; when not received,
▲ NA use Middle Georgia Rgnl altimeter setting and
increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn
to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★
124.2 279.6

UNICOM
122.8 (CTAF) 0



ELEV 377

One Minute
Holding Pattern

VORTAC

2100

259°
079°

044°

1800

2.96°

TCH 40

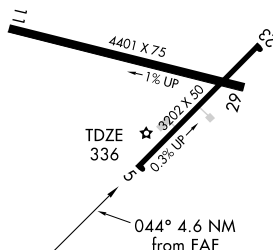
VNA 15.6

2100 VNA 116.5

SAHPS VNA 11

11 NM

4.6 NM



CATEGORY	A	B	C	D
S-5	900-1 564 (600-1)		900-1½ 564 (600-1½)	NA
CIRCLING	900-1 523 (600-1)		900-1½ 523 (600-1½)	NA

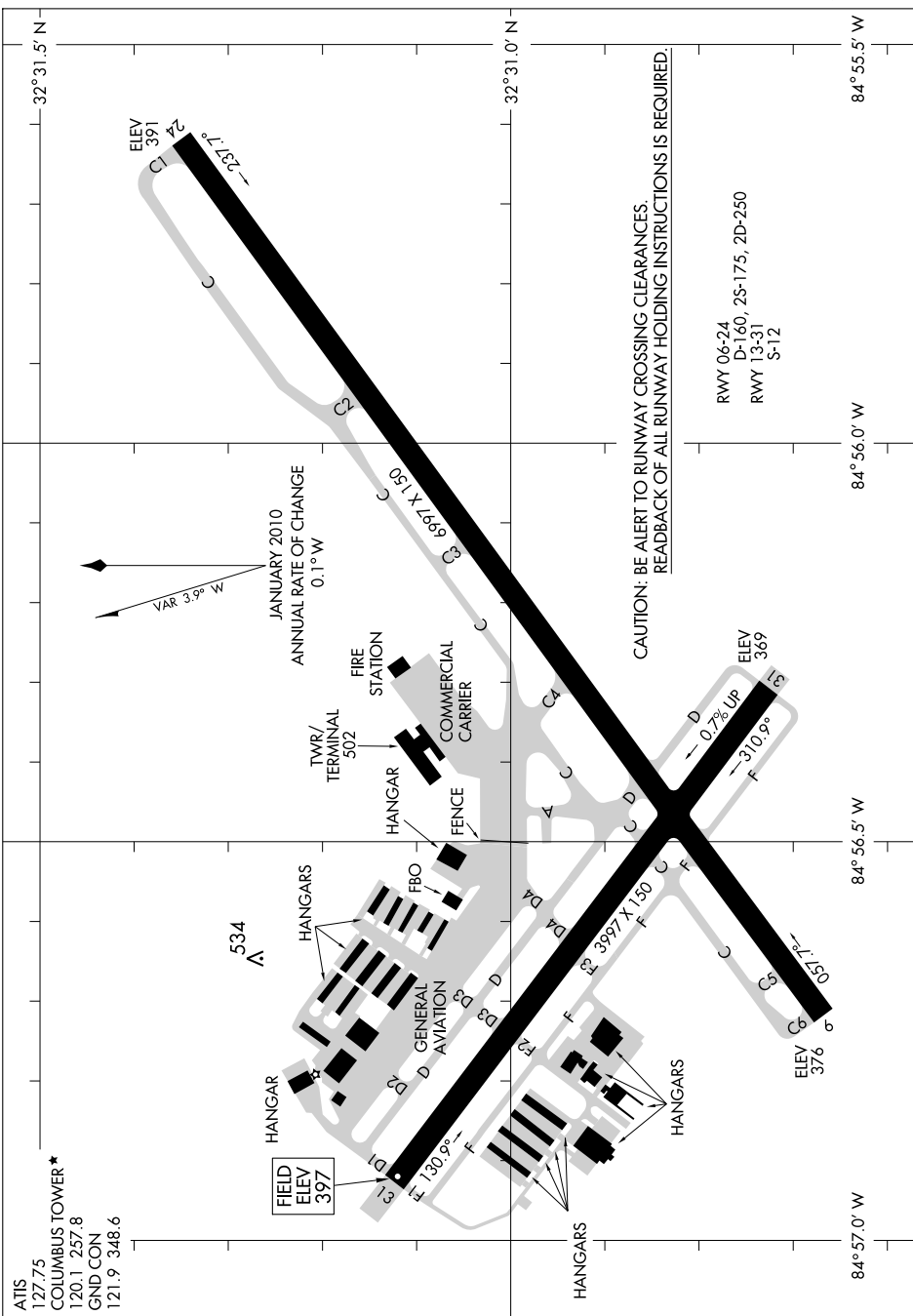
MIRL Rwy 5-23 0

AIRPORT DIAGRAM

AL-636 (FAA)

COLUMBUS METROPOLITAN (CSG)
COLUMBUS, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, GEORGIA
COLUMBUS METROPOLITAN (CSG)

COLUMBUS METROPOLITAN (CSG) 3 NE UTC-5(-4DT) N32°30.98' W84°56.33'

ATLANTA

397 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CSG

H-9A, 12F, L-181

RWY 06-24: H6997X150 (ASPH-GRVD) D-160, 2S-175, 2D-250 MIRL

IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 2.61° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Building.

RWY 13-31: H3997X150 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: REIL. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 41'. Pole.

AIRPORT REMARKS: Attended continuously. FBO svcs avbl

1000-0200Z+. Fuel avbl 24 hrs. After 0200Z+ hours, fuel avbl

with fee ctc FBO per written instruction in FBO vestibule. Birds

on and in/ovf arpt. Rwy 24 PAPI OTS indef. After 0200Z+

ACTIVATE HIRL Rwy 06-24, MALSR Rwy 06, REIL Rwy 24, PAPI

Rwy 06, Twy lgts and windcone lgts—CTAF. MIRL Rwy 13-31 and

VASI Rwy 31 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS (706) 576-4715. LLWAS.

COMMUNICATIONS: CTAF 120.1 ATIS 127.75 UNICOM 122.95

RCO 122.65 122.1R 117.1T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1115-0500Z+)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)

TOWER 120.1 (1400-0200Z+) GND CON 121.9

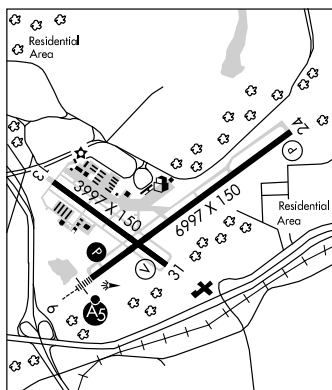
AIRSPACE: CLASS C svc 1400-0200Z+ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

(L) VORTAC 117.1 CSG Chan 118 N32°36.92' W85°01.06' 145°7.1 NM to fld. 630/01E.

FENIX NDB (LOM) 355 CS N32°27.12' W85°02.52' 056° 6.5 NM to fld. Unmonitored.

ILS 110.3 I-CSG Rwy 06. LOM FENIX NDB. LOC/GS/LOM unmonitored when twr clsd. GS unusable blo
700' MSL, blo 786' byd 5° rgt of course.

**COMMERCE** N34°03.73' W83°31.26' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 244 DDA 347° 7 NM to Jackson Co. NDB unmonitored.

L-18J

CONEY N31°59.87' W83°51.71' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 400 OHY 099° 4.5 NM to Crisp Co—Cordele.

L-18J

COOK CO (See ADEL)**CORDELE****CRISP CO-CORDELE** (CKF) 2 NE UTC-5(-4DT) N31°59.33' W83°46.44'

JACKSONVILLE

310 B S4 FUEL 100LL, JET A NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 05-23: H5006X100 (ASPH) S-24

IAP

RWY 05: Trees. RWY 23: Trees. Rgt tfc.

RWY 10-28: H5001X150 (ASPH) S-30, D-45 MIRL

RWY 10: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 43'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 36'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z+. MIRL Rwy 10-28
and PAPI Rws 10 and 28 preset on low ints dusk-0300Z+, to
increase ints and after 0300Z+—CTAF. ACTIVATE ODALS Rwy 10
and REIL Rwy 10—CTAF..

WEATHER DATA SOURCES: AWOS-3 119.325 (229) 276-2669.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ JAX CENTER APP/DEP CON 125.75

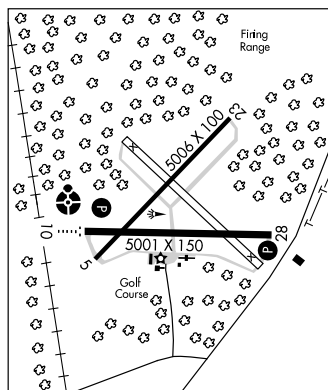
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'
W83°29.84' 225° 19.5 NM to fld. 300/01E.

CONEY NDB (MHW) 400 OHY N31°59.87' W83°51.71'
099° 4.5 NM to fld. Unmonitored 2200-1200Z+.

ILS 108.9 I-CKF Rwy 10. Localizer only.



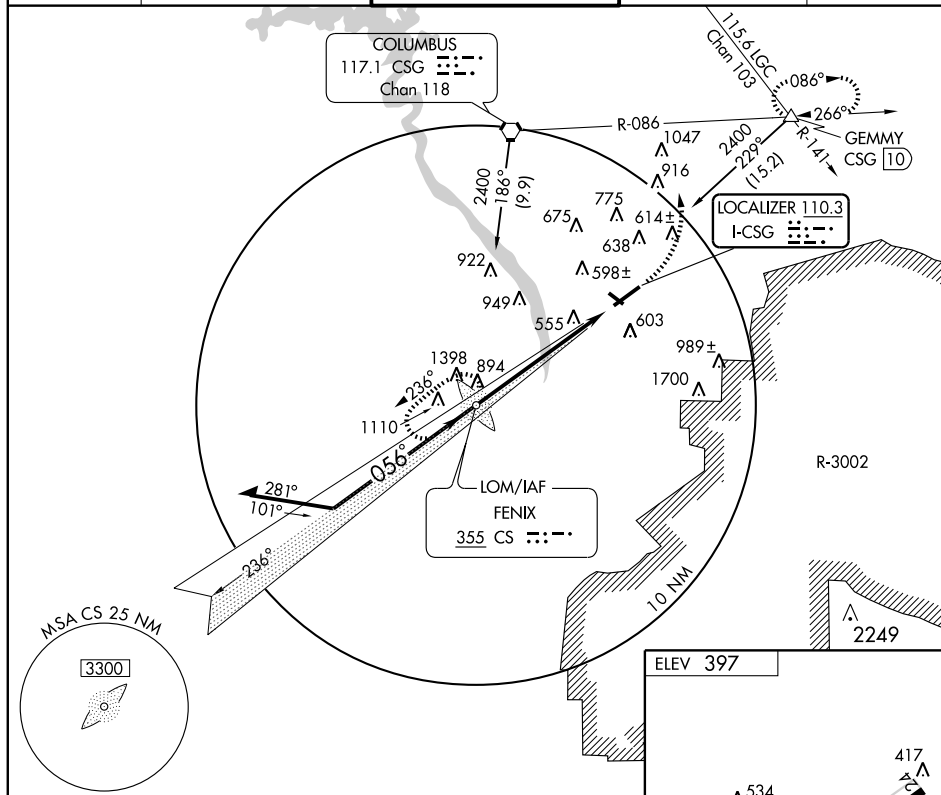
LOC I-CSG 110.3	APP CRS 056°	Rwy Idg TDZE 380 Apt Elev 397
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ILS or LOC RWY 6

COLUMBUS METROPOLITAN (CSG)

 ADF or RADAR REQUIRED Glide slope unuseable for coupled approaches below 780 MSL.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.
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ATIS 127.75	ATLANTA APP CON ★ 125.5 323.1	COLUMBUS TOWER ★ 120.1 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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Remain within 10 NM 2400 056° 2135 GS 2.61° TCH 49 6.1 NM					ELEV 397 1300 2500 GEMMY HDG 010° CSG R-086 117.1 534 455 417 3897 X 150 6997 X 150 31 0.7% DOWN 31 TDZE 380 402 056° 6.1 NM from FAF MIRL Rwy 13-31 HIRL Rwy 6-24 REIL Rwy 24 REIL Rwy 13 and 31				
CATEGORY	A	B	C	D	FAF to MAP 6.1 NM				
S-ILS 6	580/24 200 (200-½)				Knots 60 90 120 150 180				
S-LOC 6	980/24	600 (600-½)	980/50 600 (600-1)	980/60 600 (600-1½)	Min:Sec 6:06 4:04 3:03 2:26 2:02				
CIRCLING	980-1	583 (600-1)	980-1½ 583 (600-1½)	980-2 583 (600-2)					

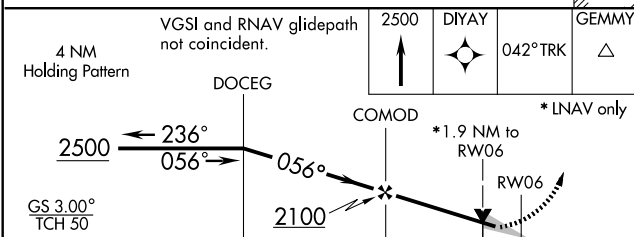
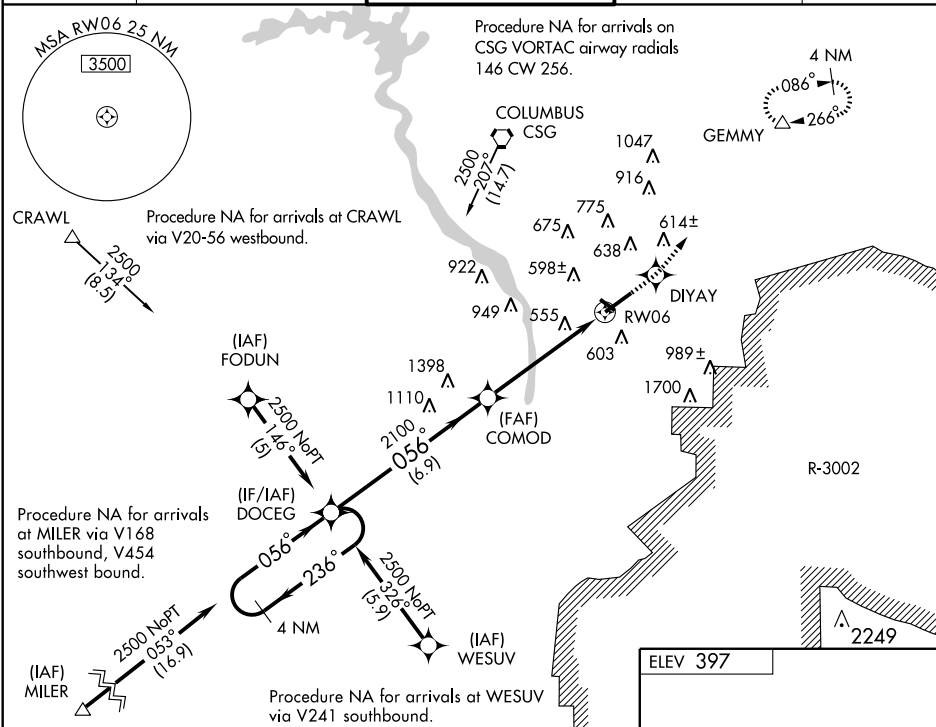
WAAS CH 40001 W06A	APP CRS 056°	Rwy Idg TDZE 380 Apt Elev 397
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RNAV (GPS) RWY 6

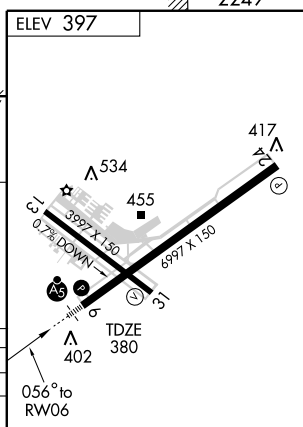
COLUMBUS METROPOLITAN (CSG)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.	MALSR 	MISSED APPROACH: Climb to 2500 direct DIYAY and via 042° track to GEMMY WP and hold.
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ATIS 127.75	ATLANTA APP CON * 125.5 323.1	COLUMBUS TOWER * 120.1 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		670/24	290 (300-1/2)	
LNNAV/ VNAV DA		900/60	520 (600-1 1/4)	
LNNAV MDA	960/24	580 (600-1/2)	960/50 580 (600-1)	960/60 580 (600-1 1/4)
CIRCLING	960-1 3/4 563 (600-1 3/4)			
			960-2 563 (600-2)	



HIRL Rwy 6-24 **0**
 REIL Rwy 24 **0**
 MRL Rwy 13-31
 REIL Rws 13 and 31

APP CRS	Rwy Idg	3997
129°	TDZE	397
	Apt Elev	397

RNAV (GPS) RWY 13

COLUMBUS METROPOLITAN (CSG)



DME/DME RNP-0.3 NA. Procedure NA at night.
When VGSI inop, Circling Rwy 24, 31 NA at night.

MISSED APPROACH: Climbing right
turn to 2500 direct ICECA and hold.

ATIS
127.75

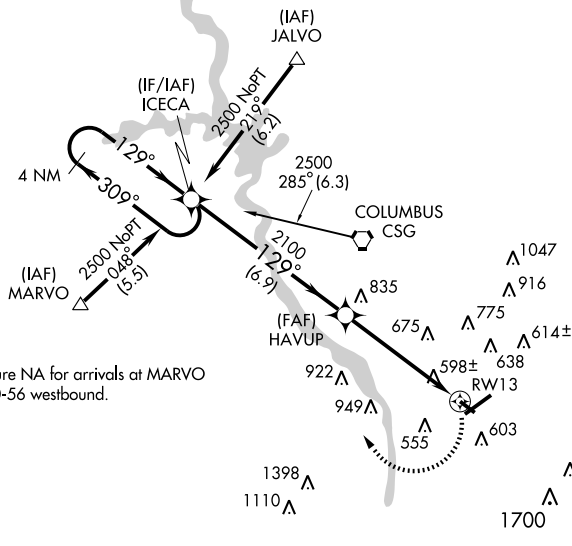
ATLANTA APP CON ★
125.5 323.1

COLUMBUS TOWER ★
120.1 (CTAF) 0 257.8

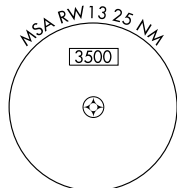
GND CON
121.9 348.6

UNICOM
122.95

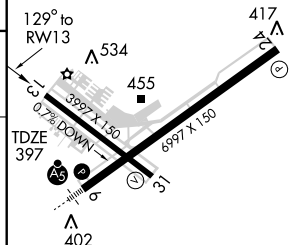
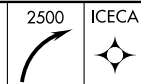
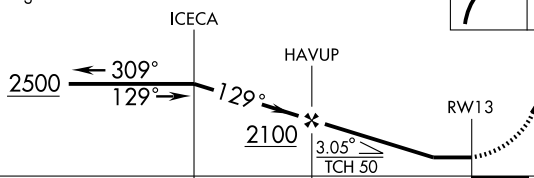
Procedure NA for arrivals at JALVO
via V321 northbound.



Procedure NA for arrivals at MARVO
via V20-56 westbound.



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	940-1	543 (600-1)	940-1½ 543 (600-1½)	940-1¾ 543 (600-1¾)
CIRCLING	940-1	543 (600-1)	940-1½ 543 (600-1½)	960-2 563 (600-2)

HIRL Rwy 6-24 0

MIRL Rwy 13-31

REIL Rwy 24 0

REIL Rwy 13 and 31

WAAS CH 45501 W24A	APP CRS 236°	Rwy Idg 6997 TDZE 391 Apt Elev 397
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RNAV (GPS) RWY 24

COLUMBUS METROPOLITAN (CSG)

T Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.

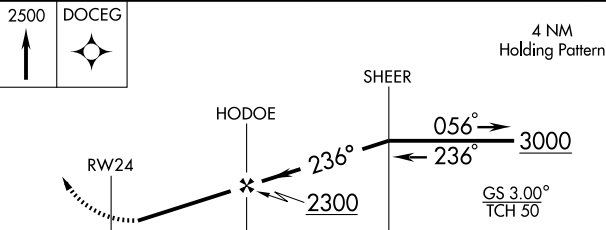
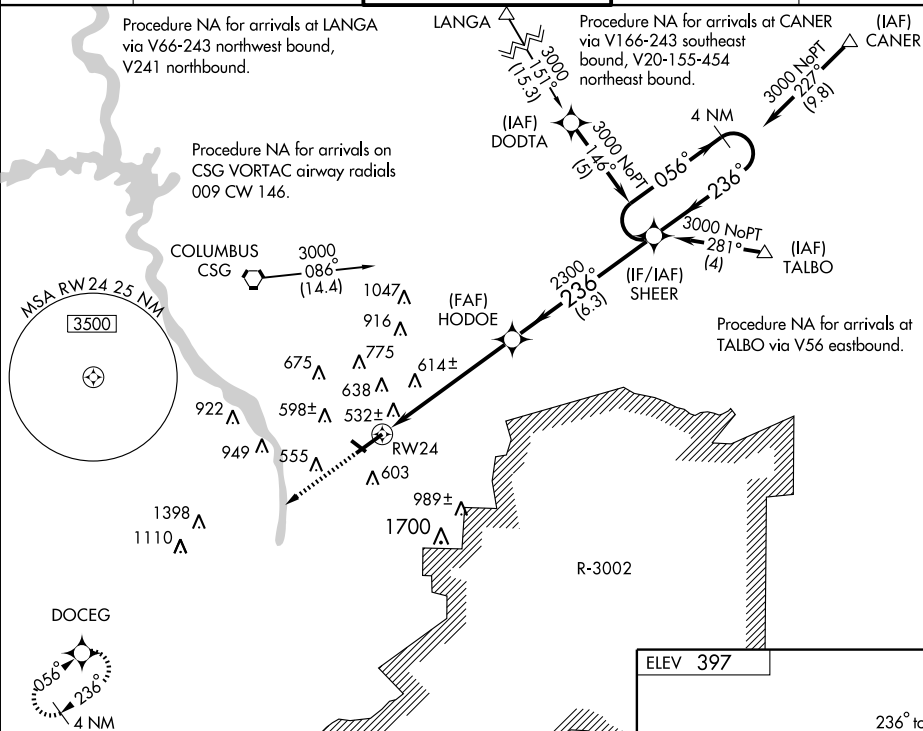
MISSED APPROACH: Climb to 2500 direct DOCEG and hold.

ATIS
127.75

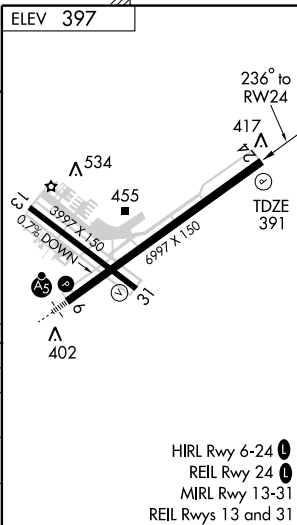
ATLANTA APP CON ★
125.5 323.1

COLUMBUS TOWER ★
120.1 (CTAF) **L** 257.8

GND CON
121.9 348.6

UNICOM
122.95

	5.7 NM		6.3 NM			
CATEGORY	A		B		C	D
LPV DA	740-1 $\frac{1}{4}$		349 (400-1 $\frac{1}{4}$)			
LNAV/ DA VNAV	920-1 $\frac{3}{4}$		529 (600-1 $\frac{3}{4}$)			
LNAV MDA	940-1	549 (600-1)	940-1 $\frac{1}{2}$ 549 (600-1 $\frac{1}{2}$)		940-1 $\frac{3}{4}$ 549 (600-1 $\frac{3}{4}$)	
CIRCLING	940-1 $\frac{3}{4}$ 543 (600-1 $\frac{3}{4}$)				960-2 563 (600-2)	



COLUMBUS, GEORGIA
Orig 09071

32°31'N - 84°56'W

COLUMBUS METROPOLITAN (CSG)
RNAV (GPS) RWY 24

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC CSG 117.1 Chan 118	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 397
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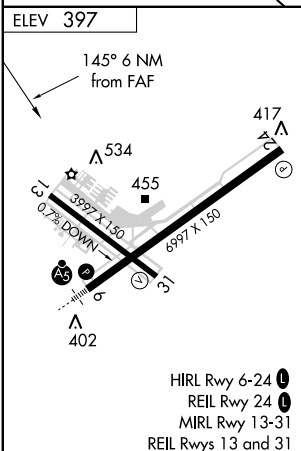
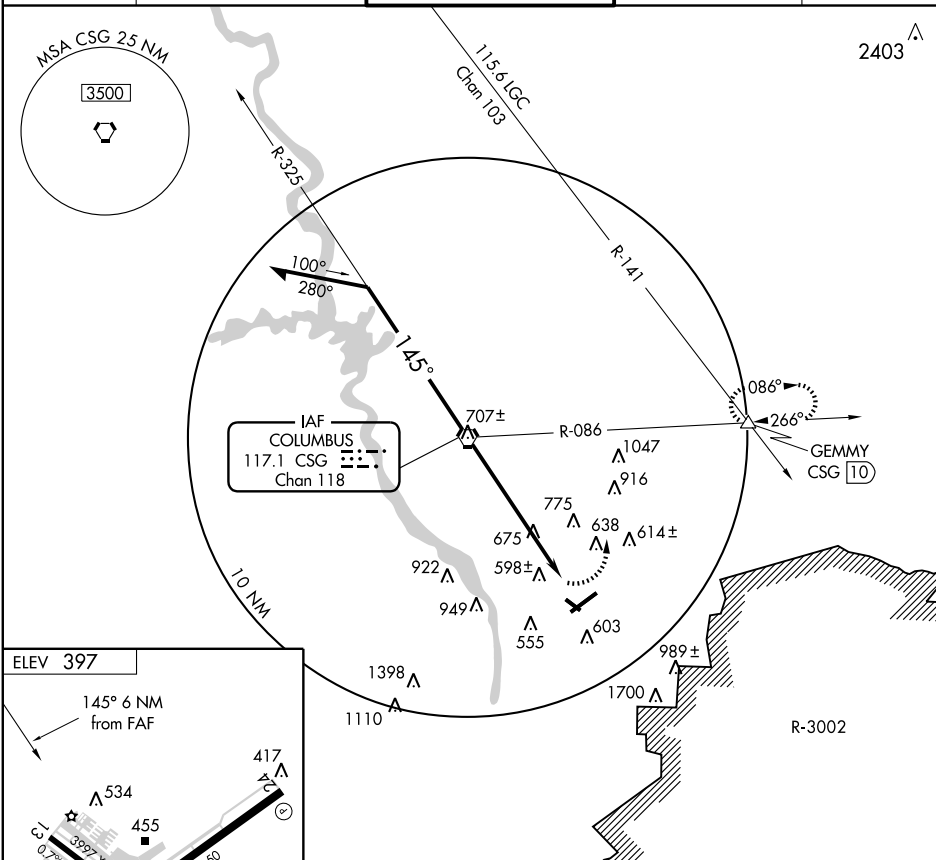
VOR-A

COLUMBUS METROPOLITAN (CSG)



MISSED APPROACH: Climbing left turn to 2500 via heading 010° and CSG VORTAC R-086 to GEMMY Int and hold.

ATIS 127.75	ATLANTA APP CON ★ 125.5 323.1	COLUMBUS TOWER ★ 120.1 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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Remain within 10 NM			VORTAC		<div>2500</div> <div>HDG 010° CSG R-086 117.1</div>		<div>GEMMY</div> <div>△</div>		
<div>2500</div>			<div>325°</div>		<div>145°</div>		<div>2500</div>		
					<div>6 NM</div>		<div>CSG</div> <div>6</div>		
CATEGORY		A		B		C		D	
CIRCLING		980-1		583 (600-1)		980-1½ 583 (600-1½)		980-2 583 (600-2)	

COLUMBUS METROPOLITAN (CSG) 3 NE UTC-5(-4DT) N32°30.98' W84°56.33'

ATLANTA

397 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CSG

H-9A, 12F, L-181

RWY 06-24: H6997X150 (ASPH-GRVD) D-160, 2S-175, 2D-250 MIRL

IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 2.61° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Building.

RWY 13-31: H3997X150 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: REIL. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 41'. Pole.

AIRPORT REMARKS: Attended continuously. FBO svcs avbl

1000-0200Z+. Fuel avbl 24 hrs. After 0200Z+ hours, fuel avbl

with fee ctc FBO per written instruction in FBO vestibule. Birds

on and in/ovf arpt. Rwy 24 PAPI OTS indef. After 0200Z+

ACTIVATE HIRL Rwy 06-24, MALSR Rwy 06, REIL Rwy 24, PAPI

Rwy 06, Twy lgts and windcone lgts—CTAF. MIRL Rwy 13-31 and

VASI Rwy 31 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS (706) 576-4715. LLWAS.

COMMUNICATIONS: CTAF 120.1 ATIS 127.75 UNICOM 122.95

RCO 122.65 122.1R 117.1T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1115-0500Z+)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)

TOWER 120.1 (1400-0200Z+) GND CON 121.9

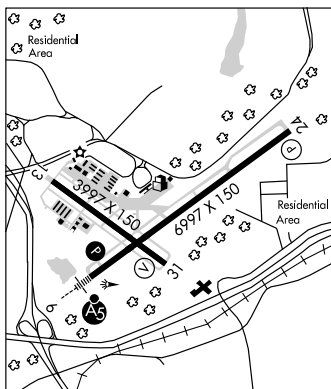
AIRSPACE: CLASS C svc 1400-0200Z+ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

(L) VORTAC 117.1 CSG Chan 118 N32°36.92' W85°01.06' 145°7.1 NM to fld. 630/01E.

FENIX NDB (LOM) 355 CS N32°27.12' W85°02.52' 056° 6.5 NM to fld. Unmonitored.

ILS 110.3 I-CSG Rwy 06. LOM FENIX NDB. LOC/GS/LOM unmonitored when twr clsd. GS unusable blo
700' MSL, blo 786' byd 5° rgt of course.

**COMMERCE** N34°03.73' W83°31.26' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 244 DDA 347° 7 NM to Jackson Co. NDB unmonitored.

L-18J

CONEY N31°59.87' W83°51.71' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 400 OHY 099° 4.5 NM to Crisp Co—Cordele.

L-18J

COOK CO (See ADEL)**CORDELE****CRISP CO-CORDELE** (CKF) 2 NE UTC-5(-4DT) N31°59.33' W83°46.44'

JACKSONVILLE

310 B S4 FUEL 100LL, JET A NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 05-23: H5006X100 (ASPH) S-24

IAP

RWY 05: Trees. RWY 23: Trees. Rgt tfc.

RWY 10-28: H5001X150 (ASPH) S-30, D-45 MIRL

RWY 10: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 43'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 36'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z+. MIRL Rwy 10-28
and PAPI Rws 10 and 28 preset on low ints dusk-0300Z+, to
increase ints and after 0300Z+—CTAF. ACTIVATE ODALS Rwy 10
and REIL Rwy 10—CTAF..

WEATHER DATA SOURCES: AWOS-3 119.325 (229) 276-2669.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ JAX CENTER APP/DEP CON 125.75

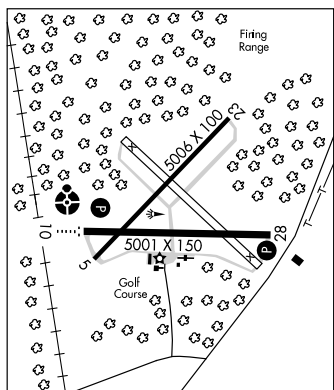
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'
W83°29.84' 225° 19.5 NM to fld. 300/01E.

CONEY NDB (MHW) 400 OHY N31°59.87' W83°51.71'
099° 4.5 NM to fld. Unmonitored 2200-1200Z+.

ILS 108.9 I-CKF Rwy 10. Localizer only.



LOC I-CKF 108.9	APP CRS 099°	Rwy Idg TDZE Apt Elev	5001 305 310
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LOC RWY 10

CORDELE/CRISP COUNTY-CORDELE (CKF)

▼
▲ NA Visibility reduction by helicopters NA.

ODALS



MISSED APPROACH: Climbing left turn to 2000
direct VNA VORTAC and hold.

AWOS-3
119.325

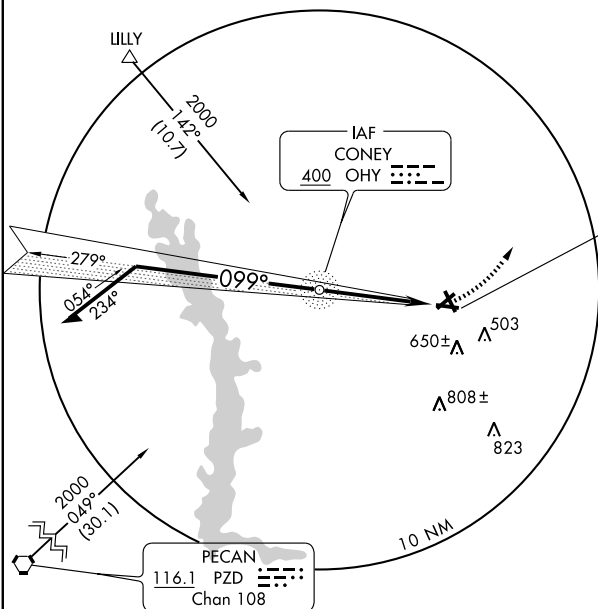
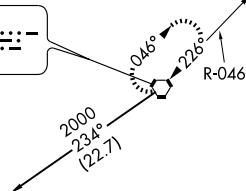
JACKSONVILLE CENTER
125.75 226.8

GCO
121.725

UNICOM
123.050 (CTAF) 0

ADF REQUIRED

VIENNA
116.5 VNA
Chan 112



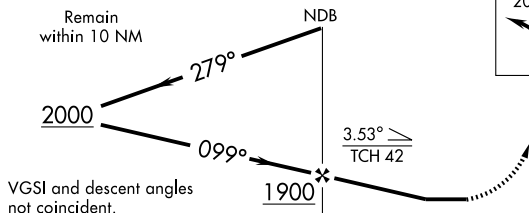
LOCALIZER 108.9
I-CKF

MSA OHY 25 NM

2300

ELEV 310

Remain
within 10 NM



2000

VNA

116.5



REIL Rwy 10 0

MIRL Rwy 10-28 0

FAF to MAP 4.2 NM

CATEGORY	A	B	C	D
S-10	680-1	375 (400-1)		680-1¼ 375 (400-1¼)
CIRCLING	820-1	510 (600-1)	960-1¾ 650 (700-1¾)	960-2 650 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB OHY	APP CRS	Rwy Idg	5001
<u>400</u>	100°	TDZE	308
		Apt Elev	310

NDB RWY 10

CORDELE/CRISP COUNTY-CORDELE (CKF)

T When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility $\frac{1}{4}$ mile, circling Cats C and D visibility $\frac{1}{2}$ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

ODALS



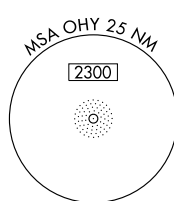
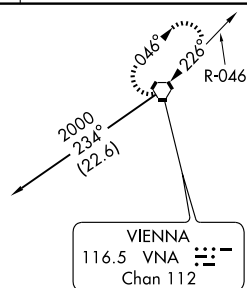
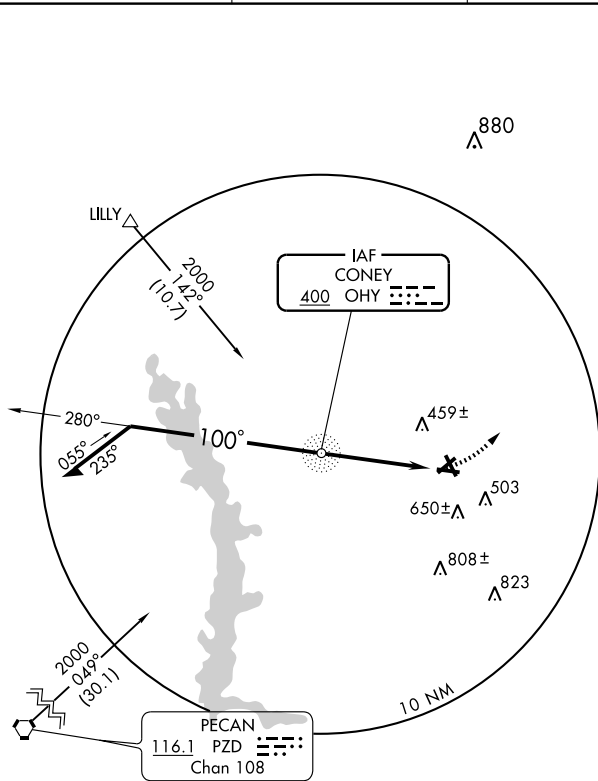
MISSED APPROACH: Climbing
left turn to 2000 direct VNA
VORTAC and hold.

AWOS-3
119.325

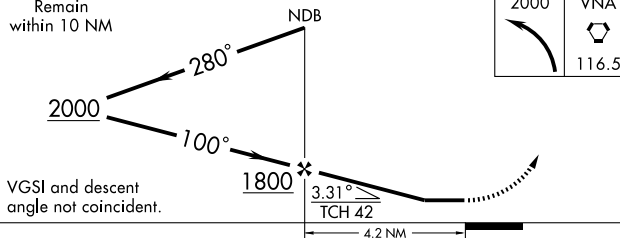
JACKSONVILLE CENTER
125.75 226.8

GCO
121.725

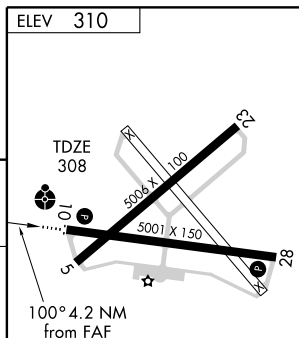
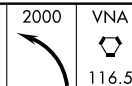
UNICOM
123.050 (CTAF) **L**



Remain
within 10 NM



VGSI and descent
angle not coincident.



REIL Rwy 10 L

MIRL Rwy 10-28 **L**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CORDELE, GEORGIA

Amdt 5 07354

CORDELE/CRISP COUNTY-CORDELE (CKF)

31° 59'N - 83° 46'W

NDB RWY 10

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS Ch 40106 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	5006 310 310
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RNAV (GPS) RWY 5

CORDELE / CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility $\frac{1}{2}$ mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities $\frac{1}{4}$ mile, Circling visibility Cat. C $\frac{1}{4}$ mile, Cat. D $\frac{1}{2}$ mile. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

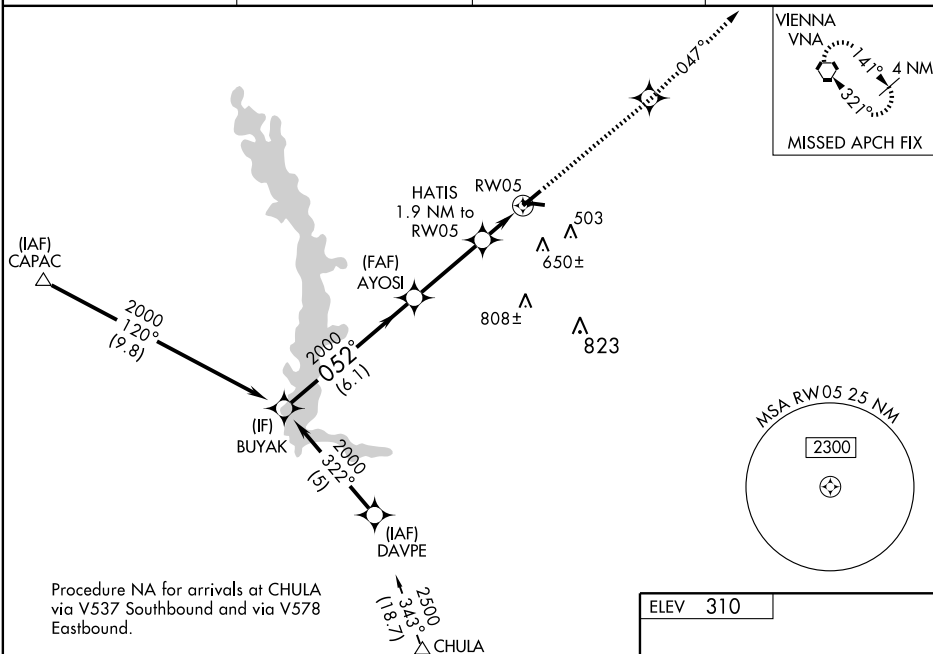
MISSED APPROACH: Climb to 2000 direct EBESE and via 047° track to VNA VORTAC and hold.

AWOS-3
119.325

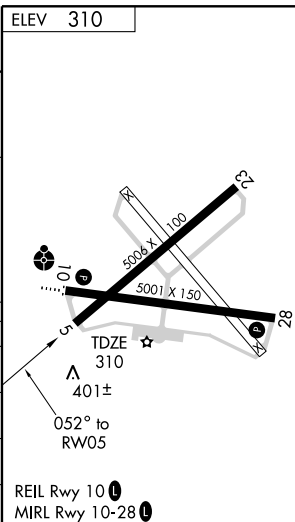
JACKSONVILLE CENTER
125.75 226.8

GCO
121.725

UNICOM
123.050 (CTAF) **0**



Procedure Turn NA	BUYAK	AYOSI	2000	EBESE	047° TRK	VNA
GS 3.00° TCH 45	2000	2000	2000			
	6.1 NM	3.2 NM	1.9 NM			
CATEGORY	A	B	C	D		
LPV DA		623-1	313 (400-1)			
LNAV/VNAV DA		661-1 $\frac{1}{4}$	351 (400-1 $\frac{1}{4}$)			
LNAV MDA		660-1	350 (400-1)		660-1 $\frac{1}{4}$ 350 (400-1 $\frac{1}{4}$)	
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1 $\frac{1}{2}$ 510 (600-1 $\frac{1}{2}$)	960-2 650 (700-1)		



WAAS Ch 57905 W10A	APP CRS 099°	Rwy Idg TDZE Apt Elev	5001 308 310
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RNAV (GPS) RWY 10

CORDELE / CRISP COUNTY-CORDELE (CKF)

⚠ Inoperative table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS



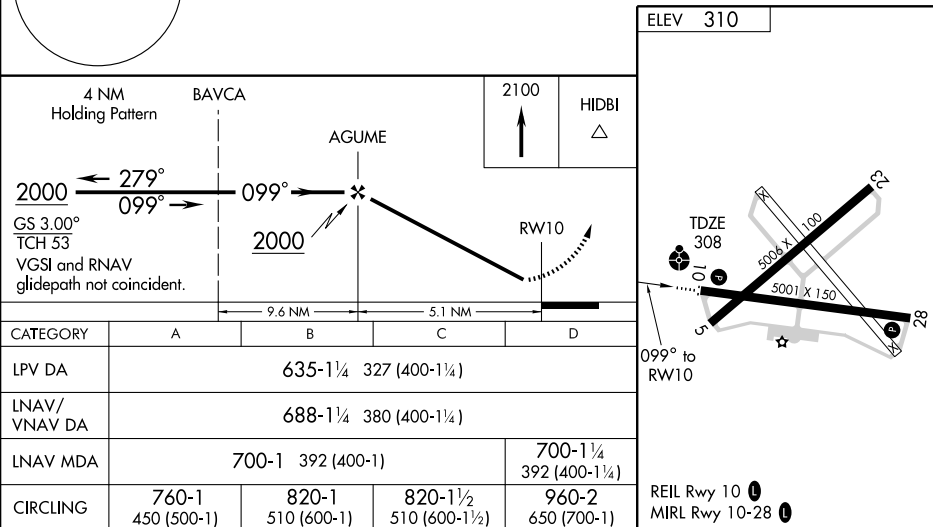
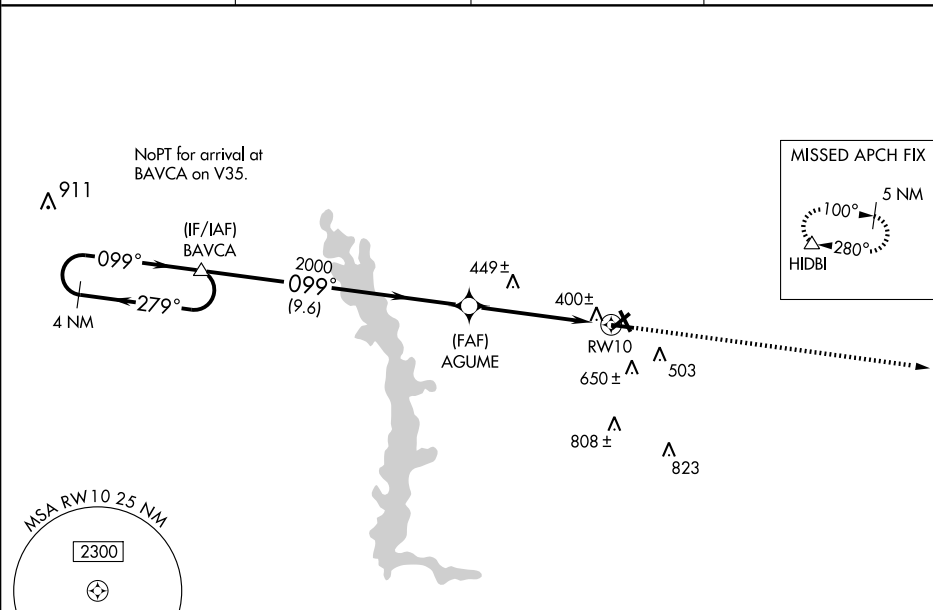
MISSED APPROACH: Climb to 2100 direct HDBI and hold.

AWOS-3
119.325

JACKSONVILLE CENTER
125.75 226.8

GCO
121.725

UNICOM
123.050 (CTAF) 0

**RNAV (GPS) RWY 10**

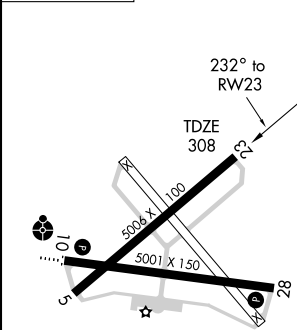
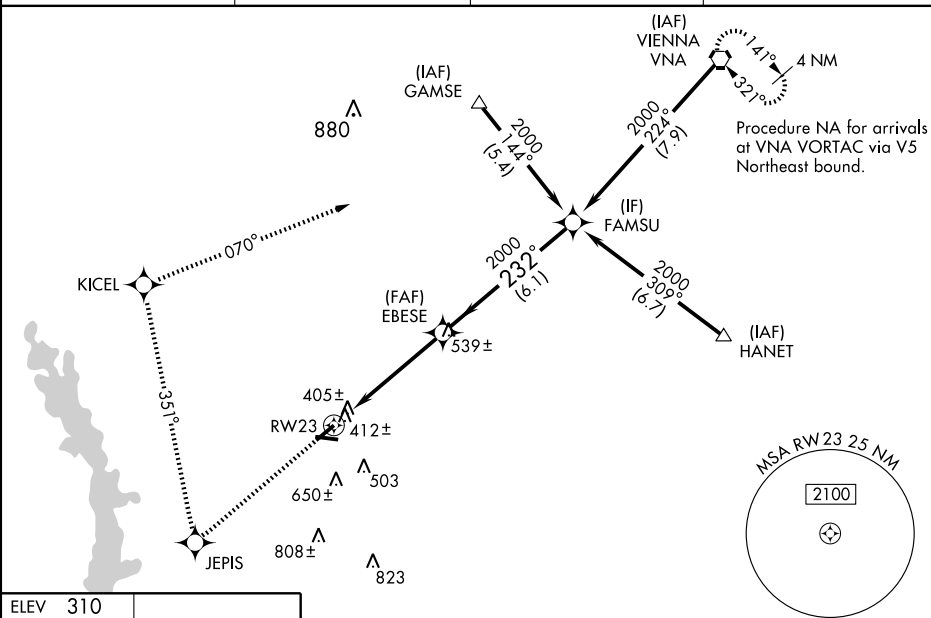
WAAS Ch 90206 W23A	APP CRS 232°	Rwy Idg 5006 TDZE 308 Apt Elev 310
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RNAV (GPS) RWY 23

CORDELE / CRISP COUNTY-CORDELE (CKF)

▼ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to KICEL and via 070° track to VNA VORTAC and hold.

AWOS-3
119.325JACKSONVILLE CENTER
125.75 226.8GCO
121.725UNICOM
123.050 (CTAF) 0

2000	JEPIS	KICEL	070° TRK	VNA	Procedure Turn NA
* LNAV only.					
* 1 NM to RWY 23					
RWY 23					
1 NM 4.1 NM 6.1 NM					
CATEGORY	A	B	C	D	
LPV DA	646-1¼ 338 (400-1¼)				
LNAV/VNAV DA	690-1¼ 382 (400-1¼)				
LNAV MDA	680-1 372 (400-1)				680-1¼ 372 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)	

REIL Rwy 10 0
MIRL Rwy 10-28 0

CORDELE, GEORGIA

Orig 09127

CORDELE / CRISP COUNTY-CORDELE (CKF)

31° 59'N - 83° 46'W

RNAV (GPS) RWY 23

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 99305 W28A	APP CRS 280°	Rwy Idg TDZE Apt Elev	5001 309 310
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RNAV (GPS) RWY 28

CORDELE / CRISP COUNTY-CORDELE (CKF)

▼ If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000
direct BAVCA and hold.

AWOS-3
119.325

JACKSONVILLE CENTER
125.75 226.8

GCO
121.725

UNICOM
123.050 (CTAF) **L**

Λ 880

MISSED APCH FIX

ELEV 310

REIL Rwy 10 **L**
MIRL Rwy 10-28 **L**

CORDELE, GEORGIA
Orig 07242

CORDELE / CRISP COUNTY-CORDELE (CKF)

31°59'N - 83°46'W

RNAV (GPS) RWY 28

SE-4. 21 OCT 2010 to 18 NOV 2010

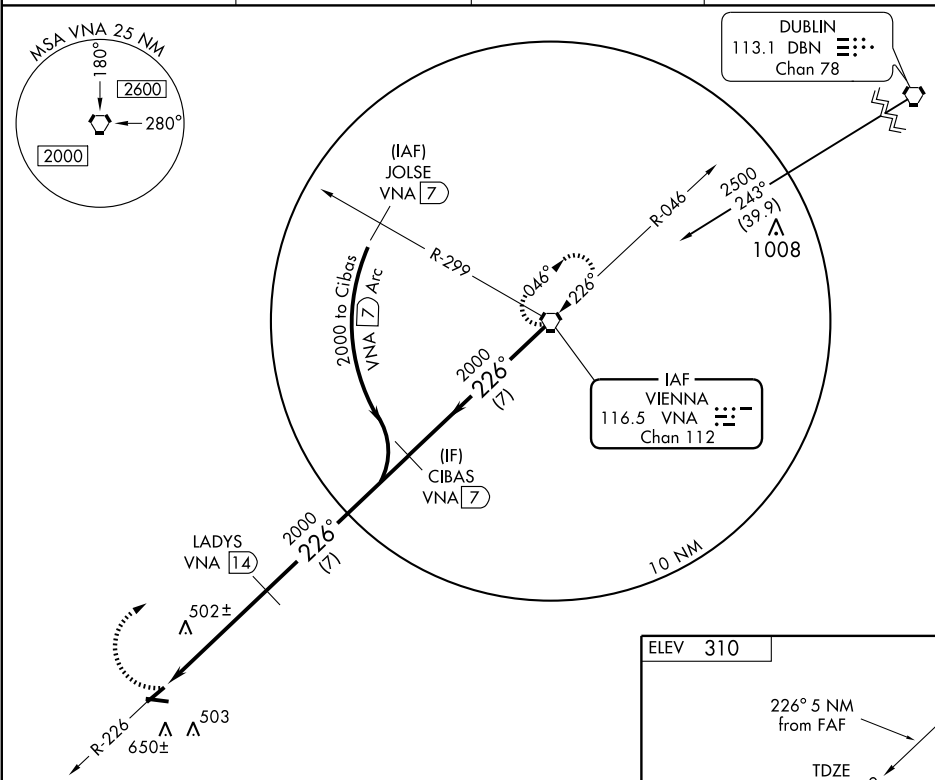
VORTAC VNA	APP CRS	Rwy Idg	5006
116.5	226°	TDZE	308
Chan 112		Apt Elev	310

VOR/DME RWY 23

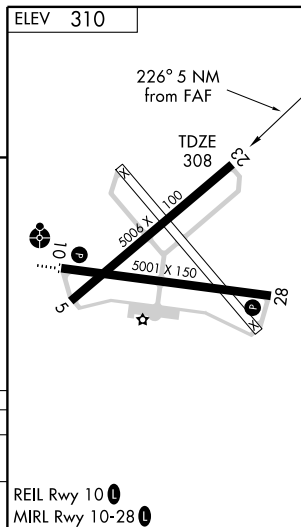
CORDELE/ CRISP COUNTY-CORDELE (CKF)

<p>▼ Straight-in minimums NA at night. Visibility reduction by helicopters NA.</p> <p>▲ When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct VNA VORTAC and hold.</p>
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AWOS-3 119.325	JACKSONVILLE CENTER 125.75 226.8	GCO 121.725	UNICOM 123.050 (CTAF) 0
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2000	VNA 116.5	LADYS VNA 14	CIBAS VNA 7	VORTAC
VNA 19	2000	2000	2000	2000
≤ 3.09°	TCH 45			Procedure Turn NA
5 NM	7 NM	7 NM		
CATEGORY	A	B	C	D
S-23	820-1	512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)
CIRCLING	820-1	510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)



CORNELIA

HABERSHAM CO (AJR) 2 SW UTC-5(-4DT) N34°29.99' W83°33.40'

1448 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 06-24: H5506X100 (ASPH) S-30 MIRL 0.8% up NE

RWY 06: PAPI(P2L)—GA 3.25°TCH 45'. Thld dspcd 1395'. Trees.

RWY 24: PAPI(P2L)—GA 3.50°TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300-0000Z±. MIRL Rwy 06-24 preset on low ints dusk-0300Z±; to increase ints—CTAF. After 0300Z± ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (706) 778-3675.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

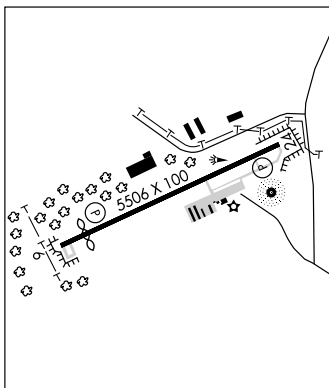
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 228° 17.4 NM to fld. 1700/00E.

NDB (MHW) 347 AJR N34°30.09' W83°32.99' at fld.

NOTAM FILE MCN.



COVINGTON MUNI (9A1) 3 N UTC-5(-4DT) N33°37.94' W83°50.85'

809 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5500X75 (ASPH) S-30 MIRL 0.3% up E

RWY 10: PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 32'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2200Z±. Deer and migratory birds on and invof arpt. Avoid overflying populated area SW of arpt blo 1500 AGL. No 180° turns on asph for acft over 12,500 lbs. gross weight. ACTIVATE MIRL and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (770) 385-7057.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 119.875

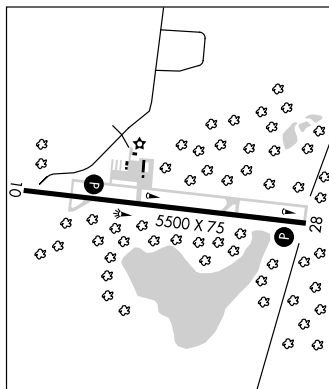
RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 089° 29.4 NM to fld. 1000/00E.

ALCOVY NDB (MHW) 370 VOF N33°37.79'

W83°46.93' 276° 3.3 NM to fld. NOTAM FILE MCN.



COWETA CO N33°15.42' W84°42.80' NOTAM FILE MCN

NDB (MHW) 234 EQQ 322° 4.3 NM to Newnan Coweta Co.

CREKE N32°29.03' W83°00.66' NOTAM FILE MCN

NDB (MHW/LOM) 251 DB 028° 5.1 NM to WH "BUD" BARRON

NDB unmonitored Mon-Fri 2300-1100Z±, Sat-Sun 2300-1500Z±.

CRISP CO-CORDELE (See CORDELE)

CULVR N33°09.11' W83°09.58' NOTAM FILE MCN

NDB (MHW) 380 UMB 276° 4.1 NM to Baldwin Co.

ATLANTA

H-9B, 12G, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, A

IAP

ATLANTA

L-18J, A

ATLANTA

L-18J

ATLANTA

L-18J

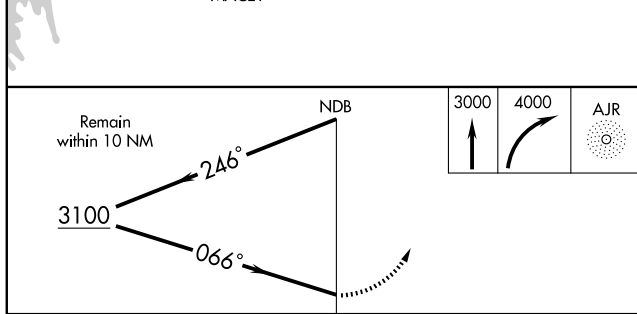
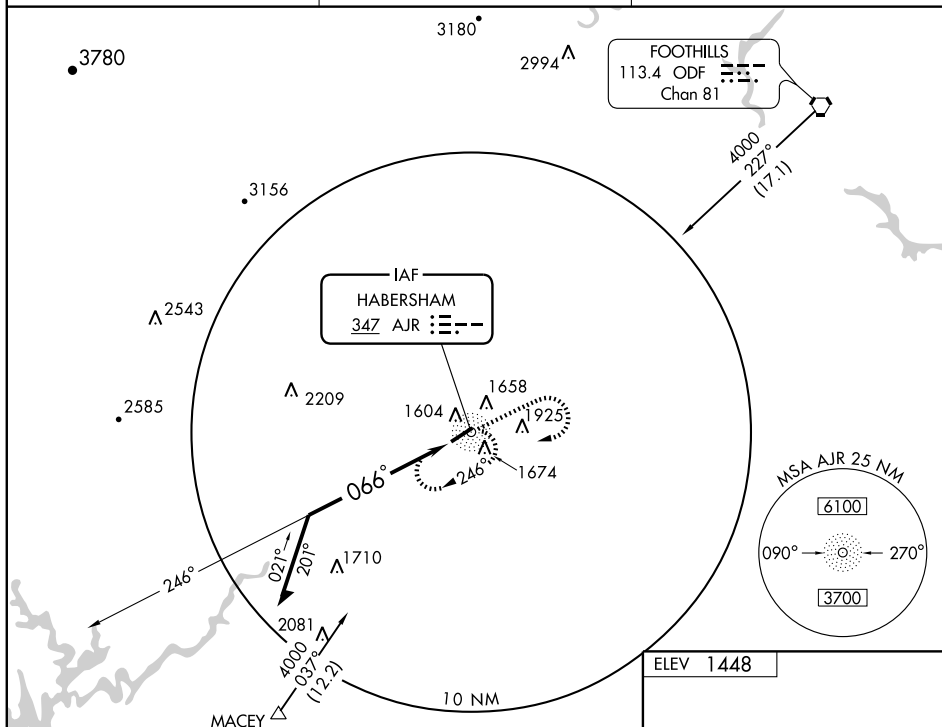
NDB AJR
347APP CRS
066°Rwy Idg **4111**
TDZE **1446**
Apt Elev **1448****NDB RWY 6**

CORNELIA/HABERSHAM COUNTY (AJR)



When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 80 feet; increase S-6 and Circling Cats A and C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.

AWOS-3
119.175ATLANTA CENTER
134.8 307.9UNICOM
122.7 (CTAF) 0

CATEGORY	A	B	C	D
S-6	2280-1 834 (900-1)	2280-1¼ 834 (900-1¼)	2280-2½ 834 (900-2½)	NA
CIRCLING	2280-1 832 (900-1)	2280-1¼ 832 (900-1¼)	2280-2½ 832 (900-2½)	NA

MIRL Rwy 6-24 0

APP CRS	Rwy ldg	4111
059°	TDZE	1446
	Apt Elev	1448

RNAV (GPS) RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

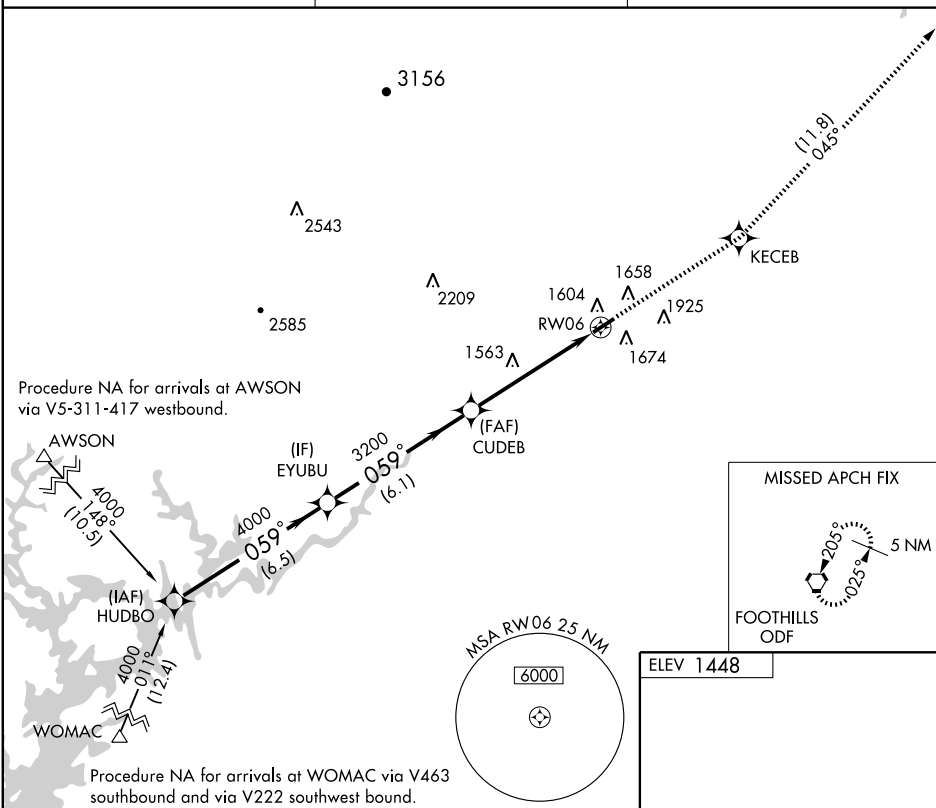
NA If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct KECEB and via 045° track to ODF VORTAC and hold.

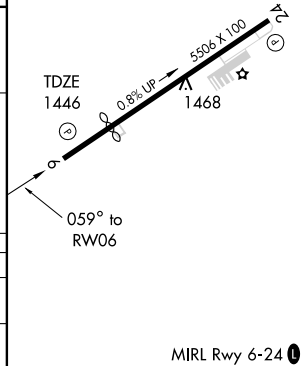
AWOS-3
119.175

ATLANTA CENTER
134.8 307.9

UNICOM
122.7 (CTAF) 0



	HUDBO	EYUBU	CUDEB	KECEB	TRK 045°	ODF
	4000	4000	3200	5000		
Procedure Turn NA						
VGSI and descent angles not coincident.						
	6.5 NM	6.1 NM	3.9 NM	1.5 NM		
CATEGORY	A	B	C	D		
RNAV MDA	1960-1	514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)		
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)		



APP CRS	Rwy Idg	5506
239°	TDZE	1448
	Apt Elev	1448

RNAV (GPS) RWY 24

CORNELIA/ HABERSHAM COUNTY (AJR)

V If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

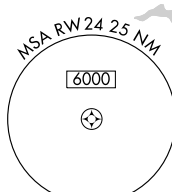
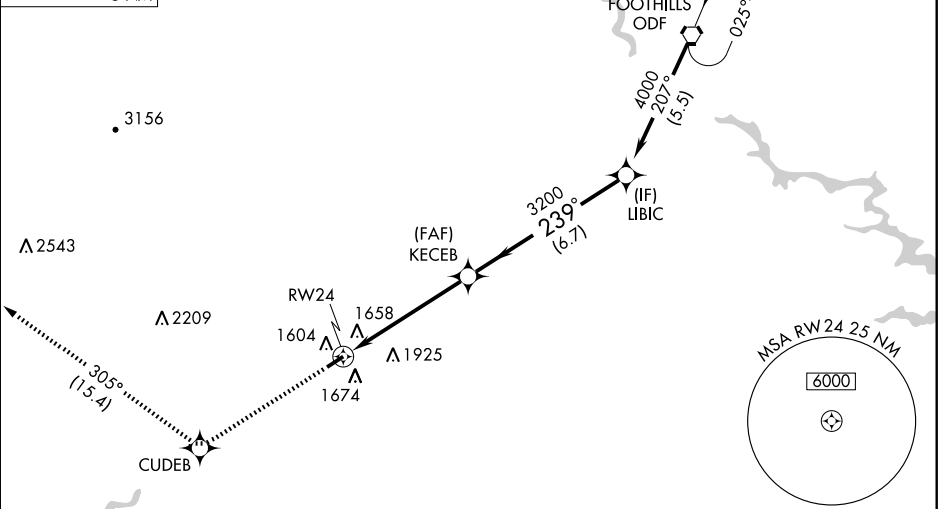
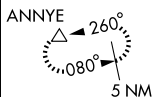
MISSED APPROACH: Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3
119.175

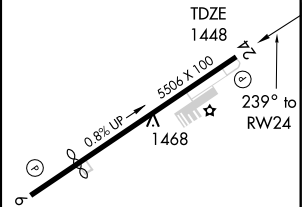
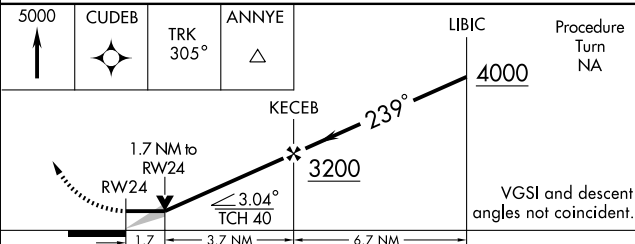
ATLANTA CENTER
134.8 307.9

UNICOM
122.7 (CTAF)

MISSED APCH FIX



ELEV 1448



CATEGORY	A	B	C	D
LNVA MDA	2100-1 652 (700-1)	2100-1 3/4 652 (700-1 3/4)	2100-2 652 (700-2)	2100-2 652 (700-2)
CIRCLING	2100-1 652 (700-1)	2100-1 3/4 652 (700-1 3/4)	2280-2 3/4 832 (900-2 3/4)	2280-2 3/4 832 (900-2 3/4)

MIRL Rwy 6-24

VORTAC ODF 113.4 Chan 81	APP CRS 048°	Rwy Idg TDZE 1446 Apt Elev 1448
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VOR/DME RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

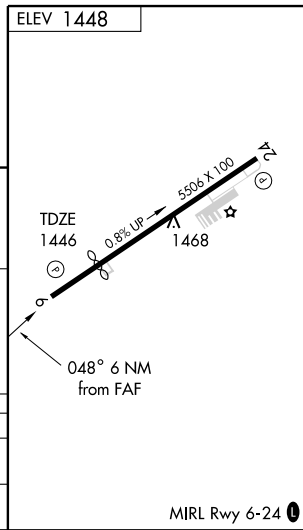
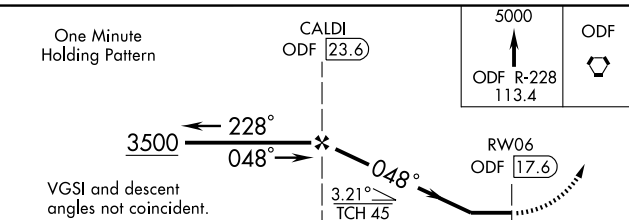
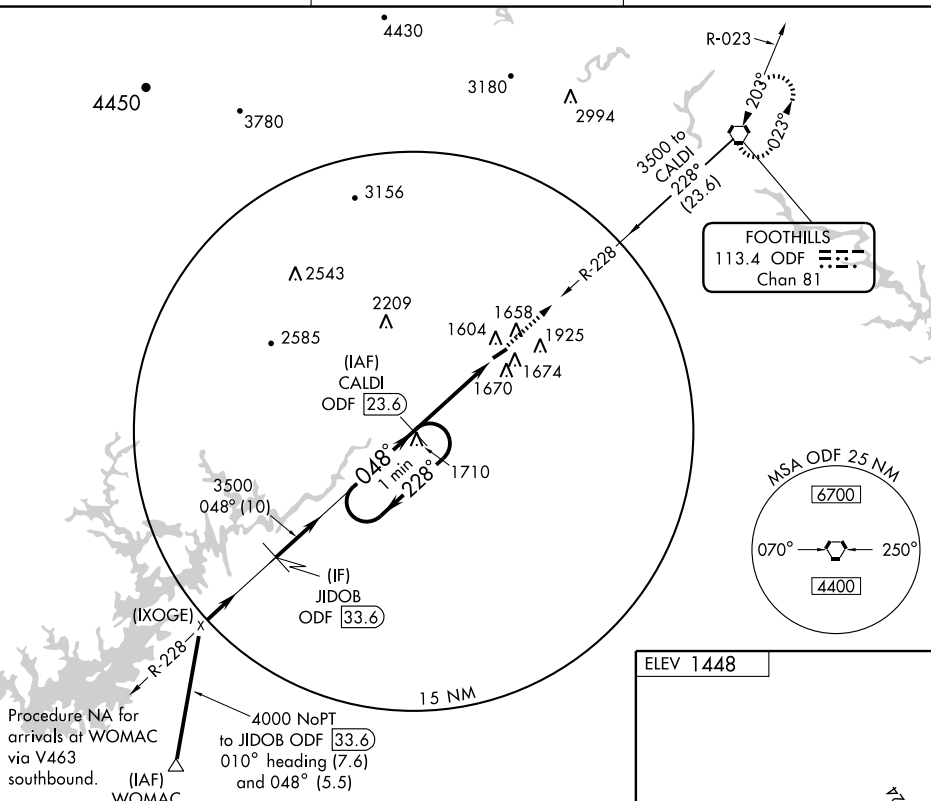
NA If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

AWOS-3
119.175

ATLANTA CENTER
134.8 307.9

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 0

CORNELIA

HABERSHAM CO (AJR) 2 SW UTC-5(-4DT) N34°29.99' W83°33.40'

1448 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 06-24: H5506X100 (ASPH) S-30 MIRL 0.8% up NE

RWY 06: PAPI(P2L)—GA 3.25°TCH 45'. Thld dspcd 1395'. Trees.

RWY 24: PAPI(P2L)—GA 3.50°TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300-0000Z±. MIRL Rwy 06-24 preset on low ints dusk-0300Z±; to increase ints—CTAF. After 0300Z± ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (706) 778-3675.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

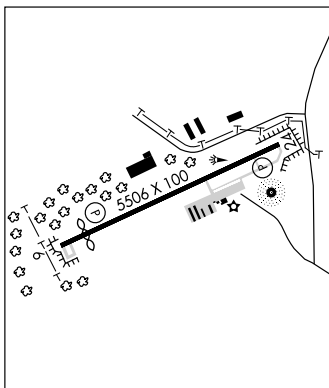
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 228° 17.4 NM to fld. 1700/00E.

NDB (MHW) 347 AJR N34°30.09' W83°32.99' at fld.

NOTAM FILE MCN.



COVINGTON MUNI (9A1) 3 N UTC-5(-4DT) N33°37.94' W83°50.85'

809 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5500X75 (ASPH) S-30 MIRL 0.3% up E

RWY 10: PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 32'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2200Z±. Deer and migratory birds on and invof arpt. Avoid overflying populated area SW of arpt blo 1500 AGL. No 180° turns on asph for acft over 12,500 lbs. gross weight. ACTIVATE MIRL and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (770) 385-7057.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 119.875

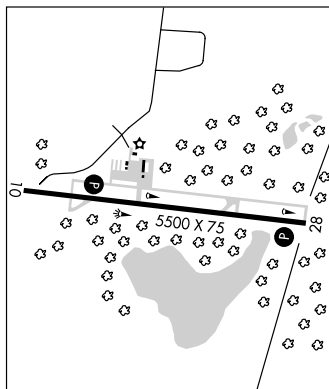
RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 089° 29.4 NM to fld. 1000/00E.

ALCOVY NDB (MHW) 370 VOF N33°37.79'

W83°46.93' 276° 3.3 NM to fld. NOTAM FILE MCN.



COWETA CO N33°15.42' W84°42.80' NOTAM FILE MCN

NDB (MHW) 234 EQQ 322° 4.3 NM to Newnan Coweta Co.

CREKE N32°29.03' W83°00.66' NOTAM FILE MCN

NDB (MHW/LOM) 251 DB 028° 5.1 NM to WH "BUD" BARRON

NDB unmonitored Mon-Fri 2300-1100Z±, Sat-Sun 2300-1500Z±.

CRISP CO-CORDELE (See CORDELE)

CULVR N33°09.11' W83°09.58' NOTAM FILE MCN

NDB (MHW) 380 UMB 276° 4.1 NM to Baldwin Co.

ATLANTA

H-9B, 12G, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, A

IAP

ATLANTA

L-18J, A

ATLANTA

L-18J

ATLANTA

L-18J

(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

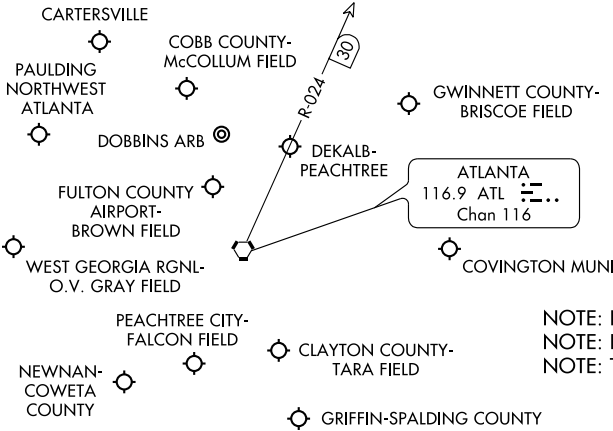
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

ELECTRIC CITY
108.6 ELW
Chan 23



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

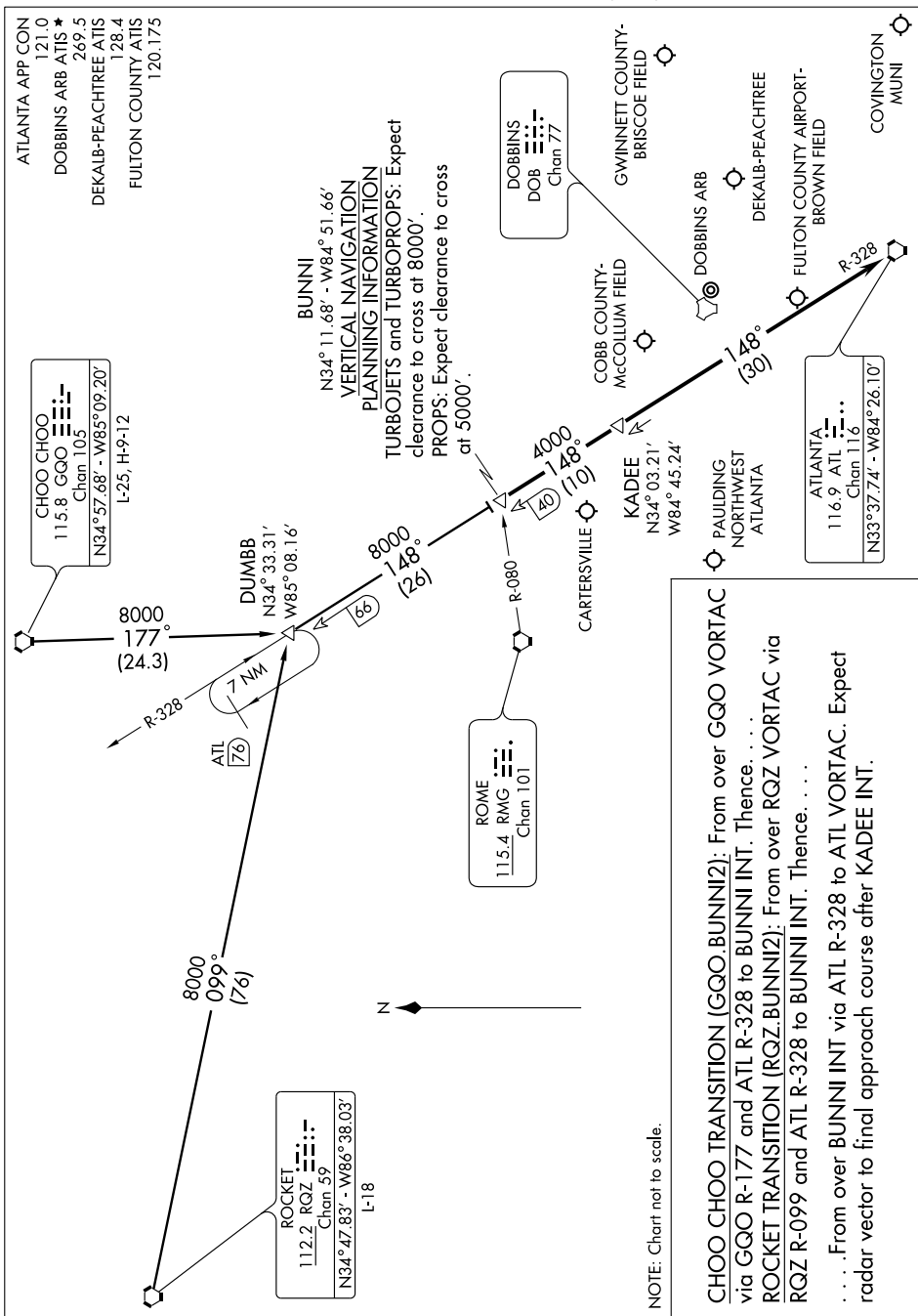
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

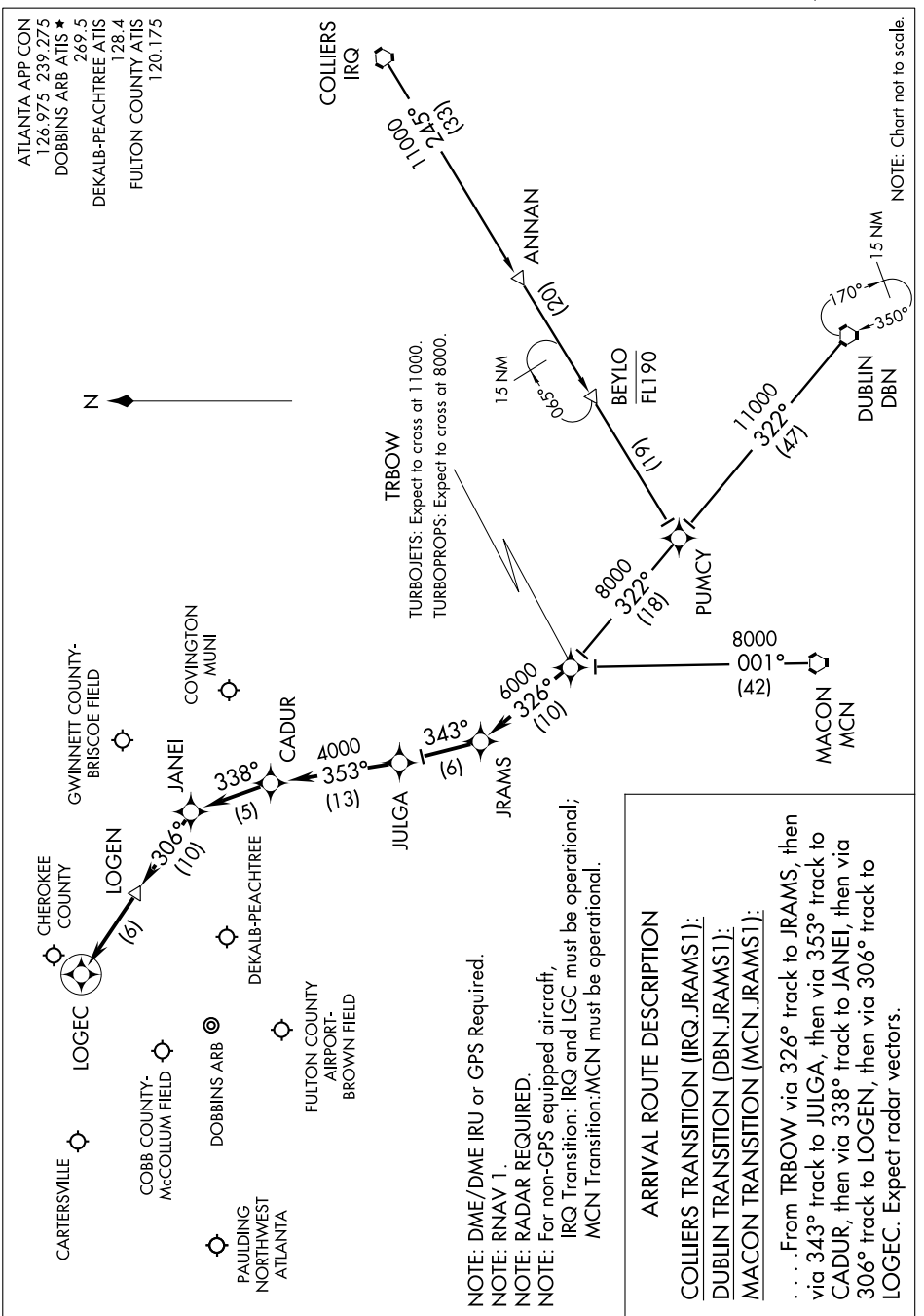
SE-4, 21 OCT 2010 to 18 NOV 2010



JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

NDB VOF	APP CRS	Rwy Idg	5500
370	275°	TDZE	809
		Apt Elev	809

NDB RWY 28

COVINGTON MUNI (9A1)

▼
▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3
118.725

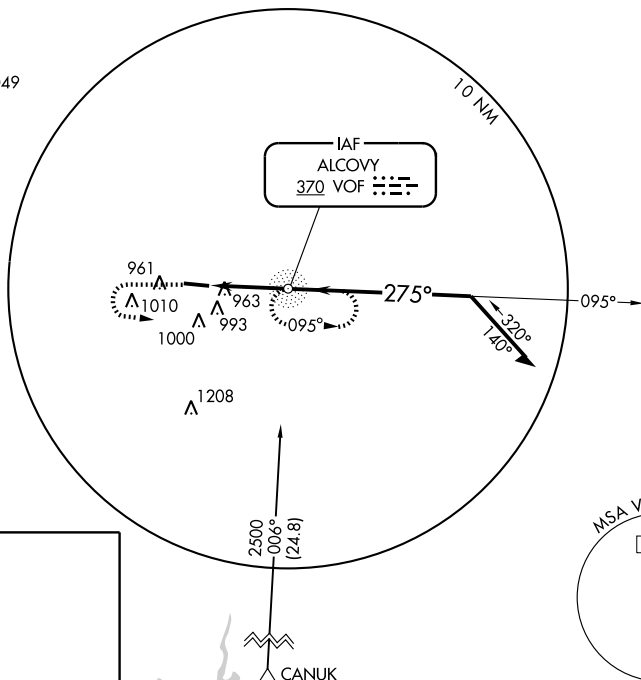
ATLANTA APP CON
128.575 381.65

CLNC DEL
119.875

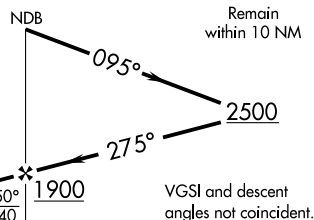
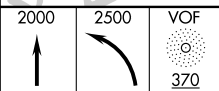
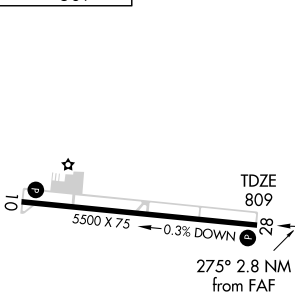
UNICOM
123.0 (CTAF) **0**

▲ 2549±

▲ 2049



ELEV 809



CATEGORY	A	B	C	D
S-28	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-1¾ 551 (600-1¾)
CIRCLING	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 **0**

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

COVINGTON, GEORGIA

Amdt 2 09127

33°38'N-83°51'W

COVINGTON MUNI (9A1)

NDB RWY 28

APP CRS	Rwy Idg	5500
100°	TDZE	795
	Apt Elev	809

RNAV (GPS) RWY 10

COVINGTON MUNI (9A1)

COVINGTON MUNI (9A1)

T When local altimeter setting not received, use Lawrenceville altimeter setting and increase
A all MDA 100 ft and LNAV Cat. C visibility $\frac{1}{4}$ mile, Cat. D visibility $\frac{1}{2}$ mile, and Circling
 NA Cat. C visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

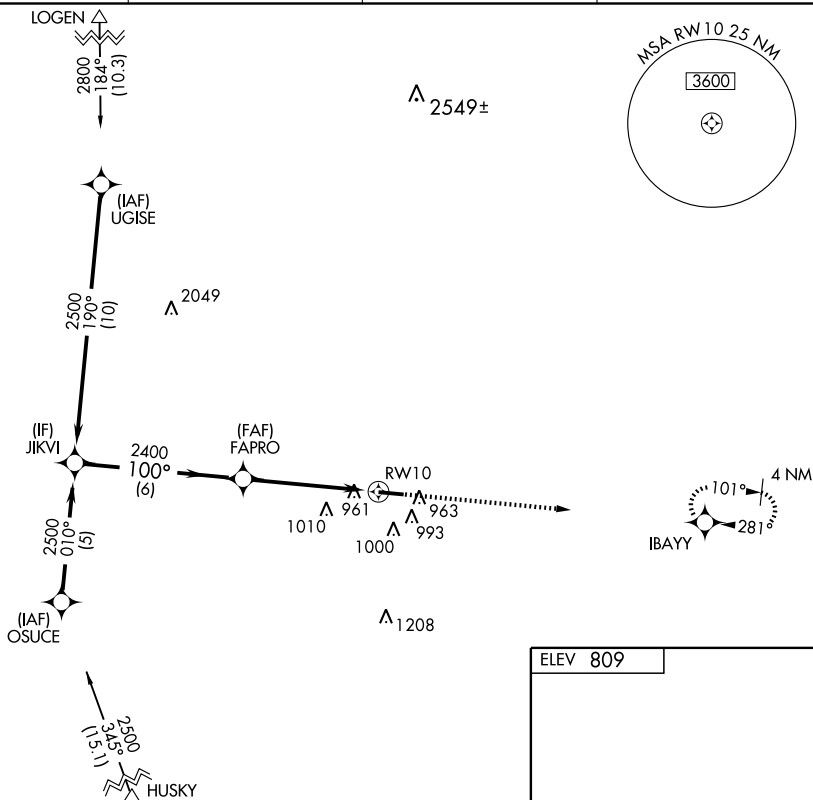
MISSED APPROACH:
Climb to 3000 direct
IBAYY and hold.

AWOS-3
118.725

ATLANTA APP CON
128.575 381.65

CLNC DEL
119.875

UNICOM
123.0 (CTAF) **L**



Procedure
Turn
NA

JIKVI

FAPRO

	300
--	-----

IBAYY

VGSI and descent
angles not coincident.

A horizontal beam is shown with a vertical line at its right end, representing a support. An arrow points upwards from the beam at this support, indicating a reaction force.

A horizontal beam is shown with a force of 6 NM applied at the left end, indicated by a double-headed arrow pointing to the left.

NM _____

--	--

INAV MD.

12

20-1 425 (500-1)

12

220-1¼ 425 (500-1¼)

CIRCLING

1300

0-1	1360
-----	------

136

0-1 1/2	1360-2
---------	--------

MIRL Rwy 10-28 **L**

COVINGTON, GEORGIA

Orig 09127

33°38'N-83°51'W

COVINGTON MUNI (9A1)

RNAV (GPS) RWY 10

SE-4. 21 OCT 2010 to 18 NOV 2010

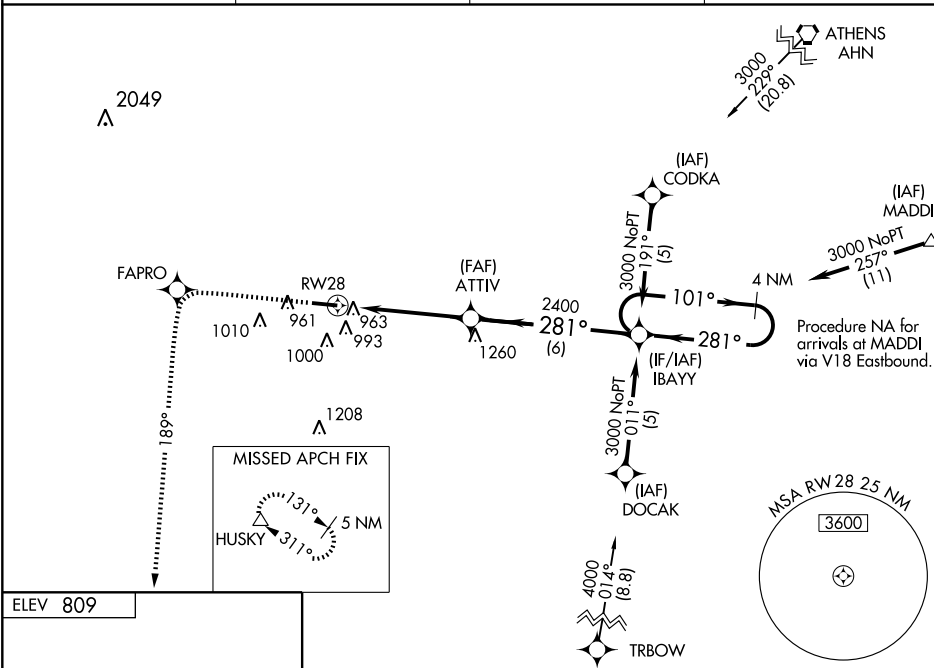
WAAS CH 72710 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	5500 809 809
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

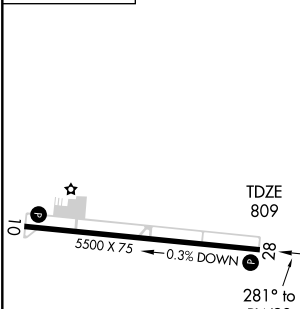
COVINGTON MUNI (9A1)

<p>▼ NA</p> <p>Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.</p>
--	---

AWOS-3 118.725	ATLANTA APP CON 128.575 381.65	CLNC DEL 119.875	UNICOM 123.0 (CTAF) 0
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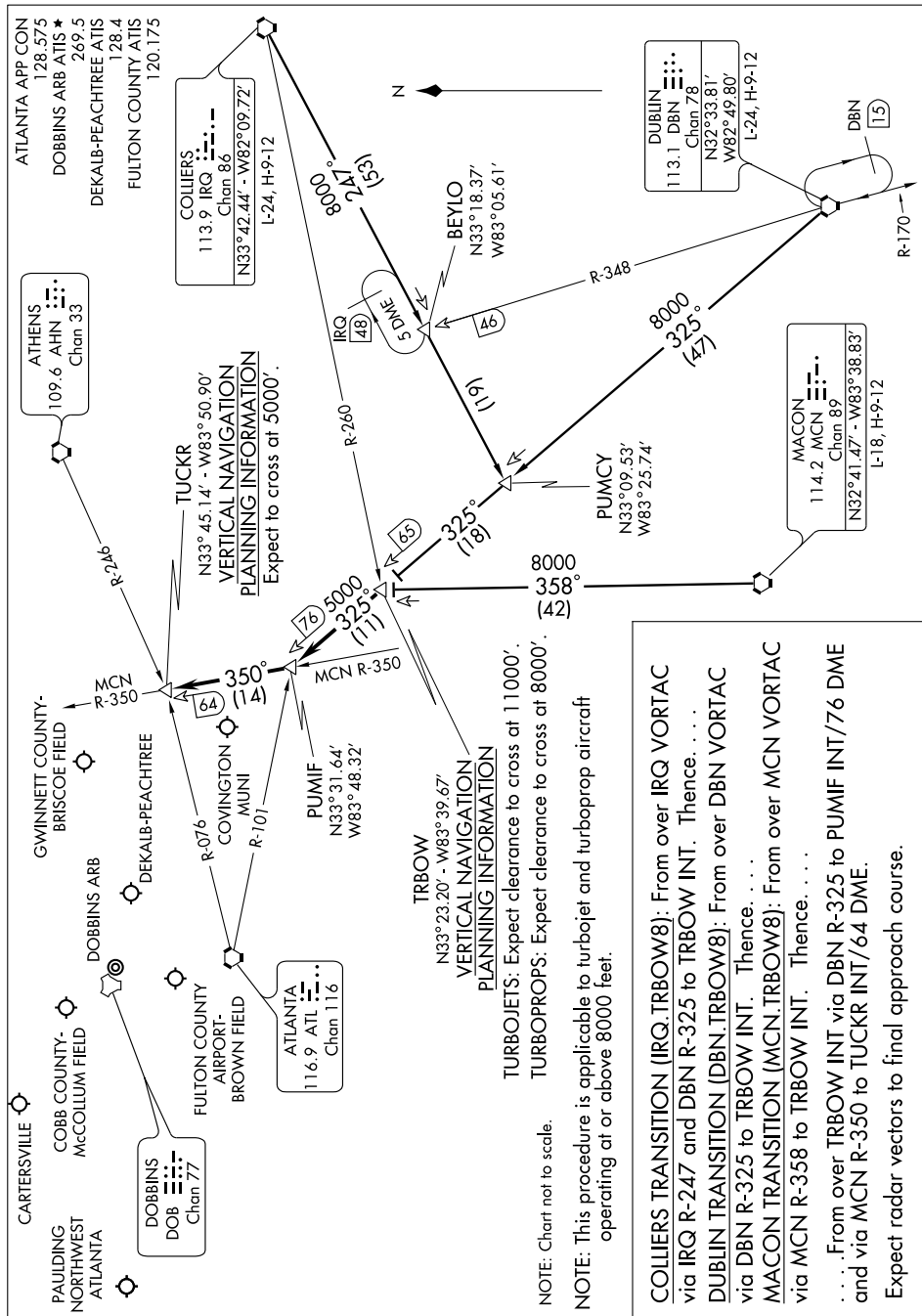


ELEV 809



	3000	FAPRO	189° TRK	HUSKY	4 NM Holding Pattern
	* LNAV Only.				
			* 1.4 NM to RWY 28	ATTIV	IBAYY
				281°	101°
				2400	3000
					GS 3.00° TCH 51
					VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	1118-1	309 (400-1)			
LNAV/VNAV DA	1263-1½	454 (500-1½)			
LNAV MDA	1280-1	471 (500-1)	1280-1¼	1280-1½	
			471 (500-1¼)	471 (500-1½)	
CIRCLING	1300-1	1360-1	1360-1½	1360-2	
	491 (500-1)	551 (600-1)	551 (600-1½)	551 (600-2)	

MIRL Rwy 10-28 **0**



VORTAC ATL 116.9 Chan 116	APP CRS 089°	Rwy ldg TDZE 795 Apt Elev 809
---	------------------------	---

VOR/DME RWY 10

COVINGTON MUNI (9A1)

V When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile.
Δ NA Visibility reduction by helicopters NA.

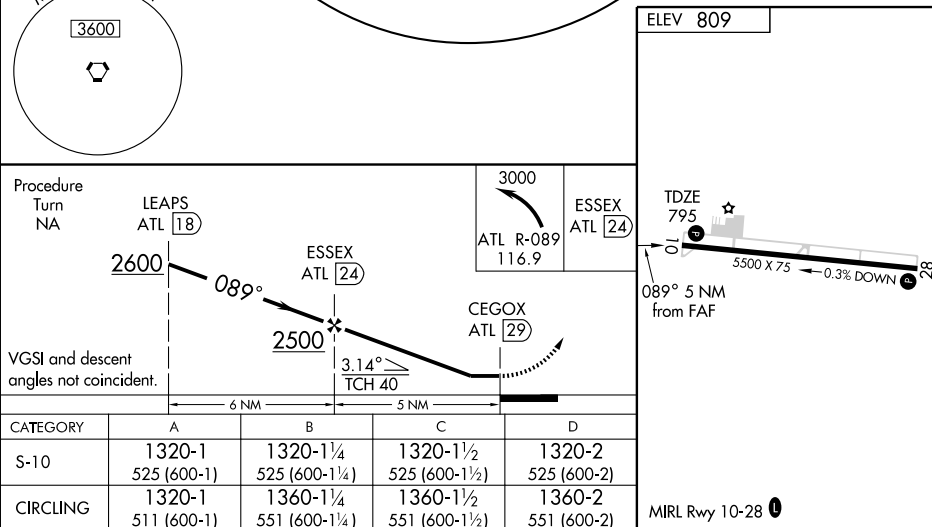
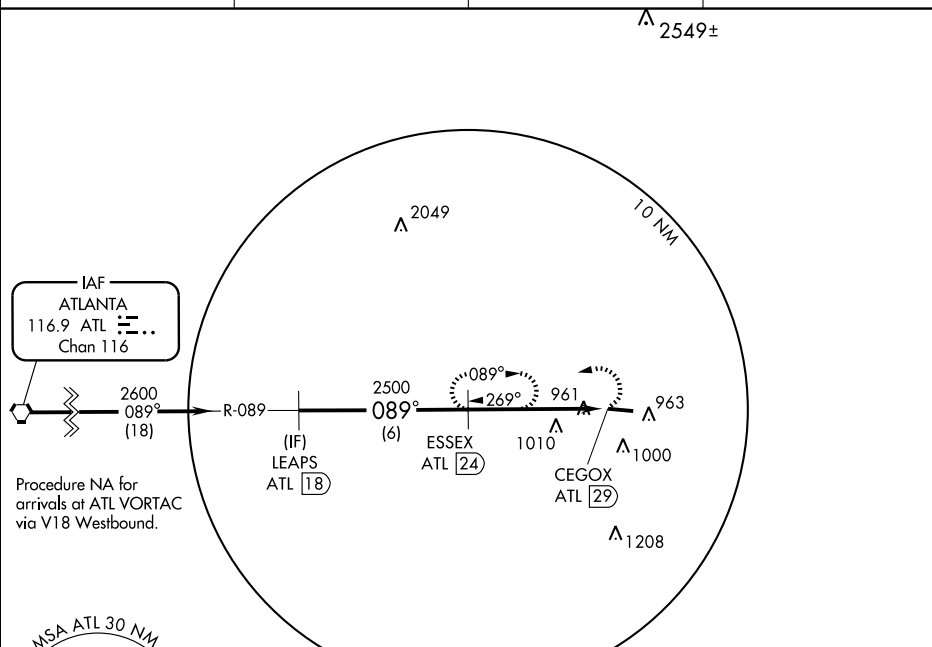
MISSED APPROACH: Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3
118.725

ATLANTA APP CON
128.575 381.65

CLNC DEL
119.875

UNICOM
123.0 (CTAF) **0**



CUTHBERT

LOWER CHATTAHOOCHEE RGNL (25J) 4 SW UTC-5(-4DT) N31°42.11' W84°49.62'

JACKSONVILLE

457 B NOTAM FILE MCN

L-18J

RWY 18-36: H3000X60 (ASP) S-16 MIRL

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Unattended. Deer frequently on and invof arpt. Rwy 18-36 has excessive cracking and deterioration. Windsock missing. MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

EUFULA (L) VORTAC 109.2 EUF Chan 29 N31°57.02' W85°07.83' 132° 21.5 NM to fld. 280/02E.

DAHLONEGA

LUMPKIN CO-WIMPYS (9A0) 3 NW UTC-5(-4DT) N34°34.99' W84°01.20'

ATLANTA

1311 FUEL 100LL NOTAM FILE MCN

L-18J

RWY 15-33: H3090X50 (ASP) S-12 LIRL (NSTD)

RWY 15: Thld dsplcd 754'. Trees. **RWY 33:** Thld dsplcd 695'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED to acft at ngt, daytime use only. 24 hr self serve fuel with credit card. Parachute Jumping. Rwy 15-33 NSTD LIRL the length of the rwy. No thld lgts.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58' W83°54.94' 193° 22.2 NM to fld. 3660/00E. HIWAS.

DALTON MUNI (DNN) 6 SE UTC-5(-4DT) N34°43.38' W84°52.21'

ATLANTA

709 B FUEL 100LL, JET A1+ TPA-1509(800) NOTAM FILE DNN

H-9A, 12G, L-25A

RWY 14-32: H5495X98 (ASP) S-30, D-42, 2D-80 HIRL 0.3% up NW

IAP

RWY 14: MALSR. PAPI(P4L)—GA 3.5°TCH 34'. Trees.

RWY 32: PAPI(P4L)—GA 3.5°TCH 37'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Other hours by req, CLOSED major holidays. Rwy 14 PAPI and ILS glidepath not coincident. Rwy 32 PAPI unusable byd 5° right of rwy centerline. MALSR Rwy 14 opr dusk-dawn when the visibility is less than 3 miles and/or the ceiling is less than 1000' other times—CTAF. ACTIVATE HIRL Rwy 14-32 opr dusk-dawn, ACTIVATE HIRL daytime and MALSR Rwy 14—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.65 (706) 278-7010.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **CHATTAHOOGA APP/DEP CON** 125.1 (1100-0450Z†) **CLNC DEL** 120.25 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.8 (0450-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

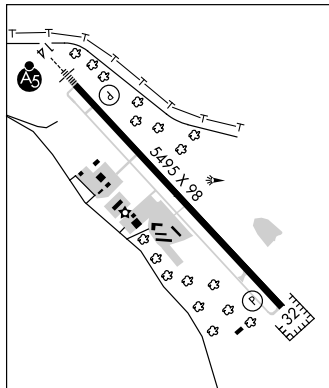
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 135° 20.0 NM to fld. 1030/01E. HIWAS.

WHITFIELD NDB (MHW) 400 UWI N34°47.37' W84°56.76' 140°

5.5 NM to fld. NOTAM FILE DNN. Unmonitored.

ILS 110.9 I-DNN Rwy 14.



LOC I-DNN <u>110.9</u>	APP CRS 140°	Rwy Idg TDZE Apt Elev	5495 709 709
----------------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 14
DALTON MUNI (DNN)

T	When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 14 Cats C/D and Circling Cat C visibilities $\frac{1}{4}$ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.
----------	--

MALSR



MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 300° and GQO R-144 to GQO VORTAC and hold.

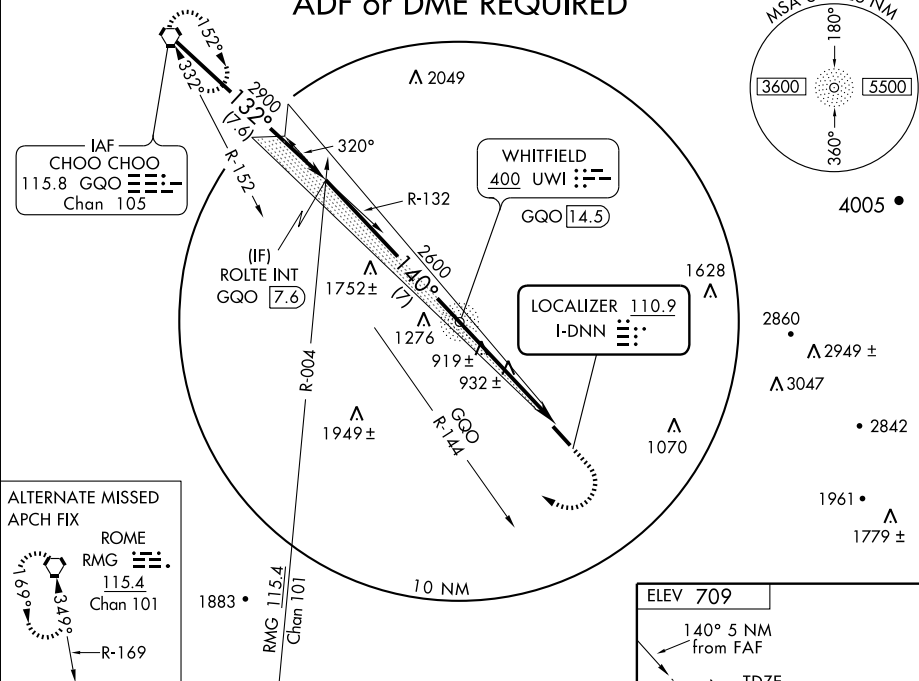
AWOS-3
127.65

CHATTANOOGA APP CON
125.1 379.1

CLNC DEL
120.25

UNICOM
122.975 (CTAF) **L**

ADF or DME REQUIRED



VGSI and ILS glidepath not coincident.
* 2900 when directed by ATC.

1700 3100
↑ ↗
hdg
300°

GQ

ELEV 709

140° 5 NM
from FAF

VORTAC

Procedure
Turn NA

*4000

GS 3.00°
TCH 50

ROLTE INT
GQO 7.6

NDB

QO 14.5

2378

[illegible]

1

251 (300.

	124C
--	------

531 (60

1240

531 (60)

34 43

DALTON, GEORGIA

Orig-B 29JUL10

34° 43'N-84° 52'W

DALTON MUNI (DNN)

ILS or LOC RWY 14

HIRL Rwy 14-32 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WAAS CH 65801 W14A	APP CRS 140°	Rwy Idg 5495 TDZE 709 Apt Elev 709
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RNAV (GPS) RWY 14

DALTON MUNI(DNN)

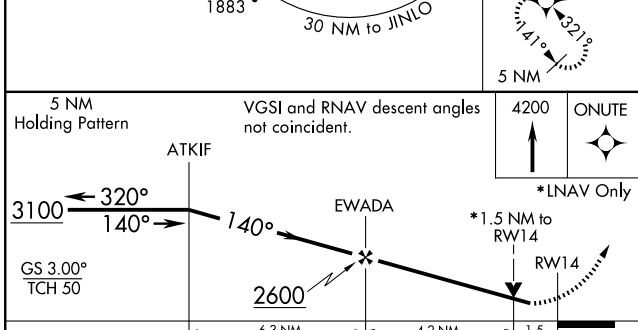
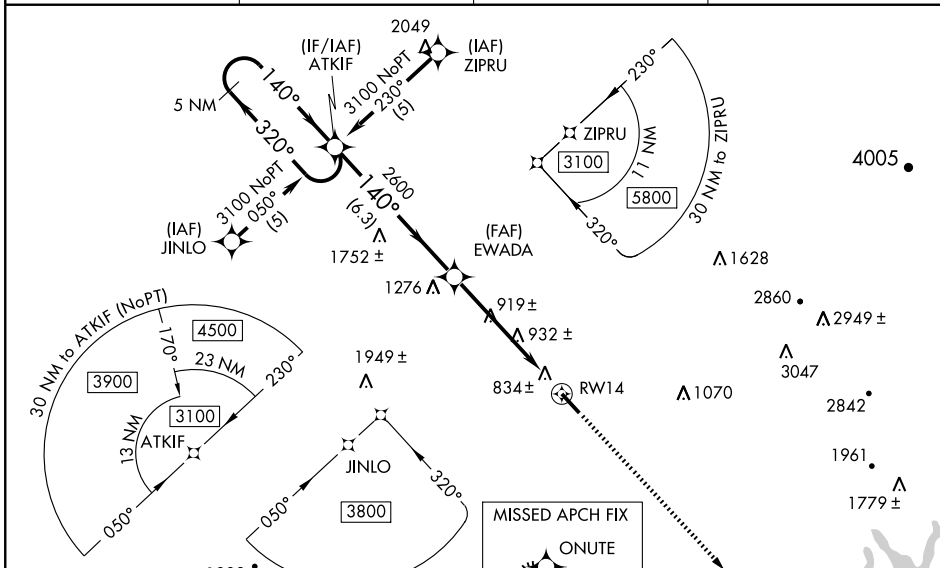
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C ½ mile. Inoperative table does not apply.

MALSR

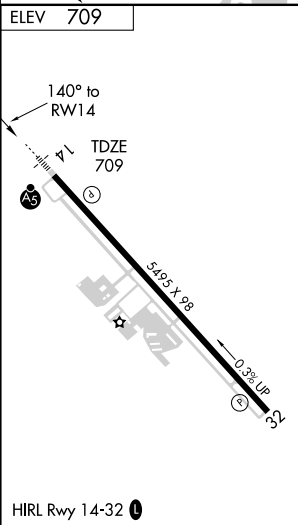


MISSED APPROACH:
Climb to 4200 direct
ONUTE and hold.

AWOS-3 127.65	CHATTANOOGA APP CON 125.1 379.1	CLNC DEL 120.25	UNICOM 122.975 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1101-1 ¼	392 (400-1 ¼)		
LNAV/VNAV DA	1138-1 ½	429 (500-1 ½)		
LNAV MDA	1240-1	531 (600-1)	1240-1 ½ 531 (600-1 ½)	1240-1 ¾ 531 (600-1 ¾)
CIRCLING	1240-1	531 (600-1)	1240-1 ½ 531 (600-1 ½)	1260-2 551 (600-2)



APP CRS 321°	Rwy Idg TDZE 705	5495
	Apr Elev 709	

RNAV (GPS) RWY 32

DALTON MUNI (DNN)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDA 80 feet and LNAV Cat C and D, and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct ATKIF and hold.

AWOS-3
127.65

CHATTANOOGA APP CON
125.1 379.1

CLNC DEL
120.25

UNICOM
122.975 (CTAF) ①



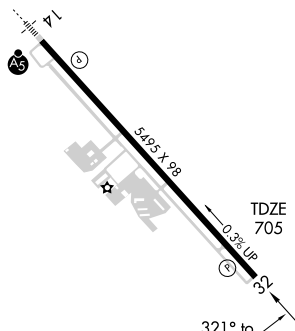
△ 1752 ±

1276 △

△ 1949 ±

• 1883

ELEV 709



HIRL Rwy 14-32 ①

DALTON, GEORGIA
Orig-A 29JUL10

1628 △

2860

2949 ± △

△ 3047

△ 1070

929 ±

RW32

(FAF) HIXOT

(IF/IAF) ONUTE

2600

4200 NoPT

4200 NoPT

(IAF) RERIE

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4005 •

• 3700

4151 •

30 NM to UKADE

1.0 NM

5800

4500

UKADE

231°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

141°

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141°

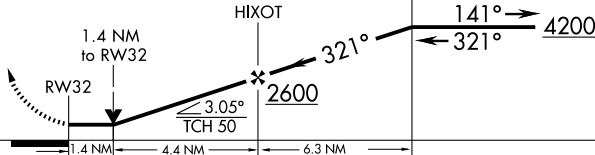
141°

141°



VGSI and descent angles not coincident.

5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1180-1	475 (500-1)	1180-1¼ 475 (500-1¼)	1180-1½ 475 (500-1½)
CIRCLING	1240-1	531 (600-1)	1240-1½ 531 (600-1½)	1260-2 551 (600-2)

34° 43'N-84° 52'W

RNAV (GPS) RWY 32

DANIEL FLD (See AUGUSTA)

DAVIS FLD (See FOLKSTON)

DAWSON MUNI (16J) 2 SE UTC-5(-4DT) N31°44.60' W84°25.16'

333 B S2 **FUEL** 100LL NOTAM FILE MCN

RWY 13-31: H4510X75 (ASPH) S-16 MIRL 1.0% up NW

RWY 13: PAPI(P2L)—GA 3.0° TCH 28'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 22'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†, Sun 1800-2200Z†. Deer on and invof arpt. MIRL Rwy 13-31 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

JAX CENTER APP/DEP CON 125.75

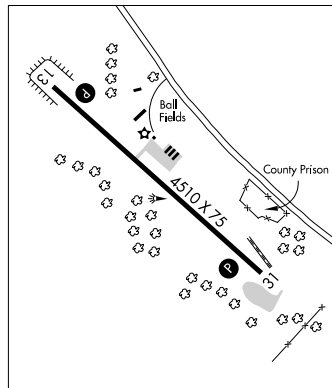
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31' W84°17.59' 311° 8.3 NM to fld. 280/02W. **HIWAS.**

JACKSONVILLE

L-18J

IAP



DECATUR CO INDUSTRIAL AIRPARK (See BAINBRIDGE)

DEKALB-PEACHTREE (See ATLANTA)

VORTAC PZD 116.1 Chan 108	APP CRS 311°	Rwy Idg TDZE Apt Elev	4510 321 333
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VOR/DME RWY 31

DAWSON MUNI (16J)



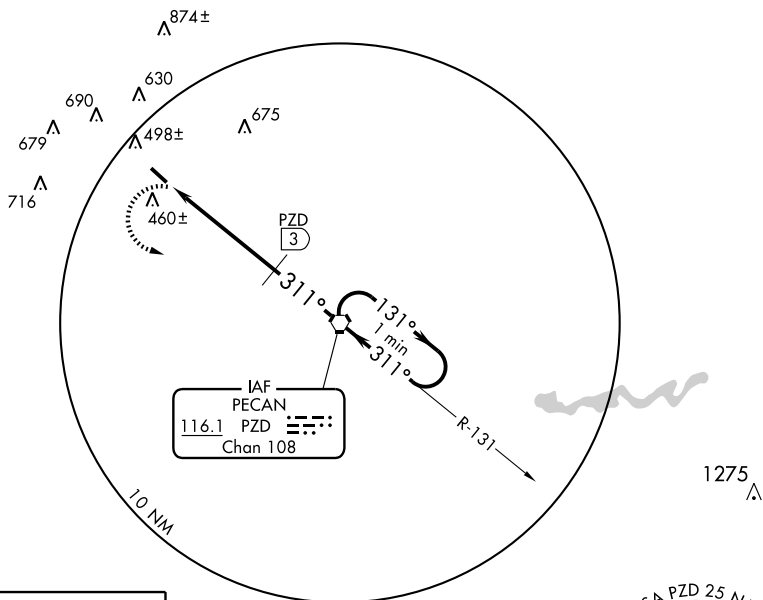
NA

Use Albany altimeter setting.

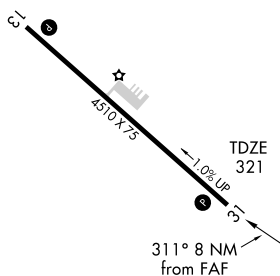
MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.

JACKSONVILLE CENTER
125.75 226.8

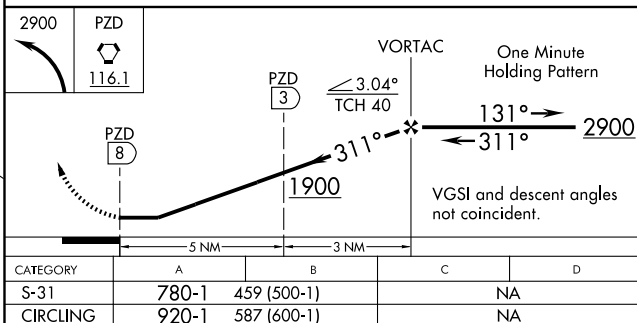
UNICOM
122.8 (CTAF) 0



ELEV 333



MIRL Rwy 13-31 0



DONALSONVILLE MUNI (17J) 1 S UTC-5(-4DT) N31°00.42' W84°52.66'

148 B FUEL 100LL NOTAM FILE MCN

RWY 18-36: H5182X100 (ASPH) S-20 MIRL 0.3% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Unattended. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr continuously from dusk-0400Z†, after 0400Z†—CTAF.

COMMUNICATIONS: CTAF 122.9

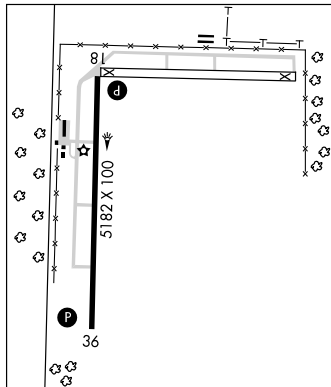
Ⓡ CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17' W85°07.47' 044° 18.4 NM to fld. 120/00E.

JACKSONVILLE
H-9A, 12F, L-21D, 22I
IAP



DOUGLAS MUNI (DQH) 2 S UTC-5(-4DT) N31°28.60' W82°51.63'

257 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 04-22: H6000X100 (ASPH) S-26 MIRL

RWY 04: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 22: PAPI(P2L)—GA 2.5° TCH 31'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 and MALSR Rwy 04—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (912) 383-7258

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

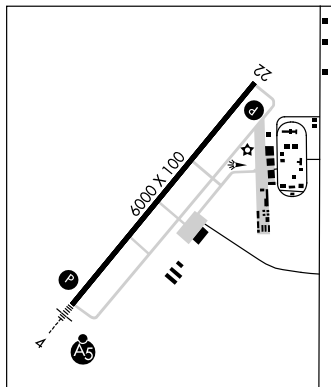
ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19' W82°30.49' 259° 18.4 NM to fld. 200/00E. HIWAS.

COFFEE CO NDB (MHW) 390 OWC N31°24.29' W82°55.43'

040° 5.4 NM to fld. NOTAM FILE MCN. NDB unmonitored 2300-1300Z†.

ILS 108.7 I-DQH Rwy 04. Class IA.

JACKSONVILLE
H-9B, 12F, L-24H
IAP



APP CRS **005°**
 Rwy Idg **5182**
 TDZE **141**
 Apt Elev **147**

RNAV (GPS) RWY 36

DONALSONVILLE MUNI (17J)

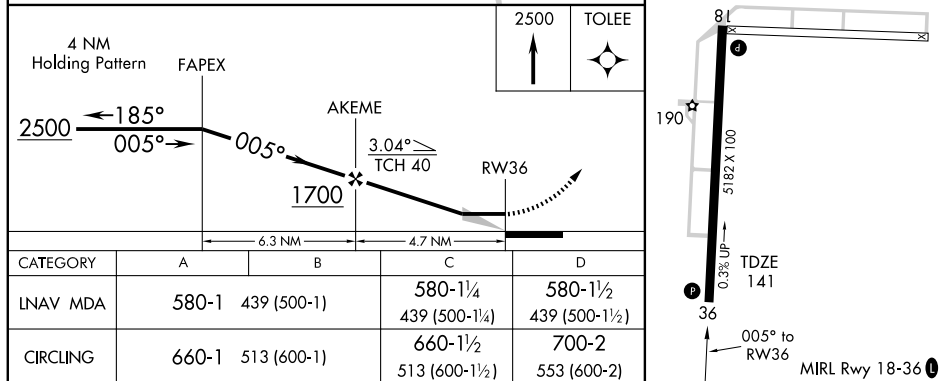
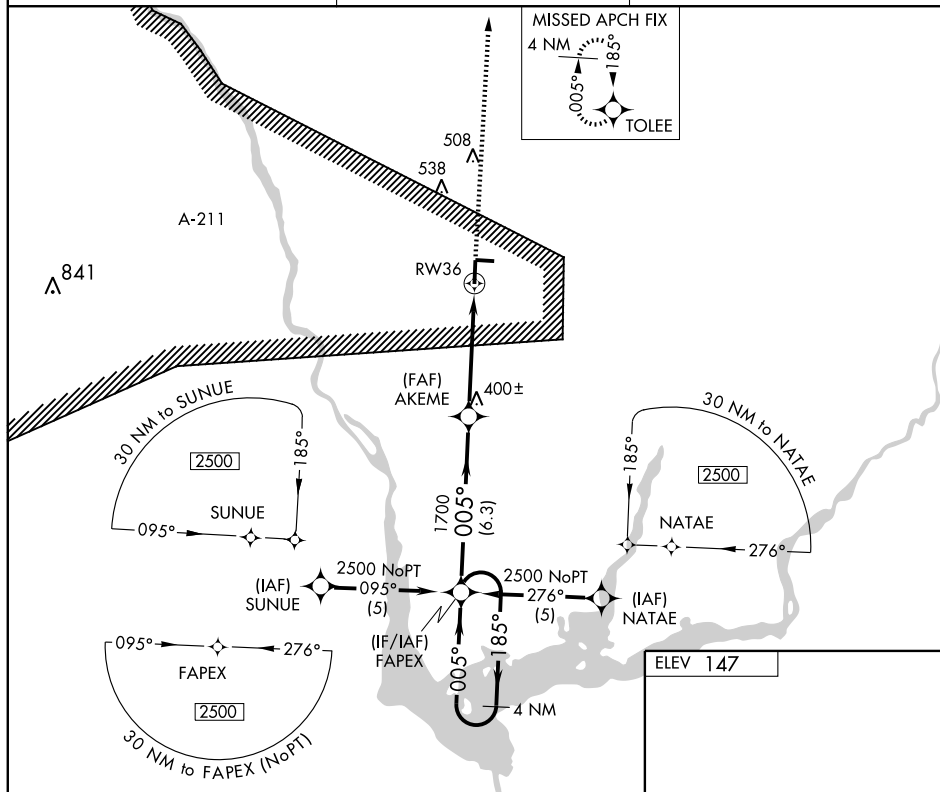
▼ Use Marianna Muni altimeter setting.
 ▲ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
 direct TOLEE WP and hold.

MARIANNA ASOS
133.525

CAIRNS APP CON ★
125.4 327.125

CTAF
122.90



VORTAC MAI 114.0 Chan 87	APP CRS 044°	Rwy Idg TDZE Apt Elev	N/A N/A 147
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VOR/DME-A

DONALSONVILLE MUNI (17J)

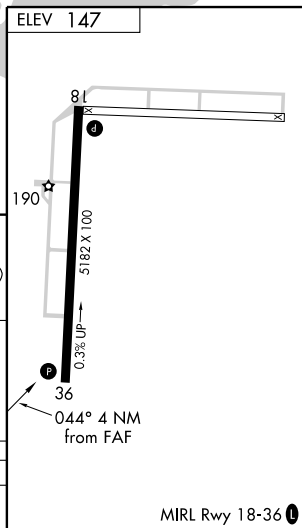
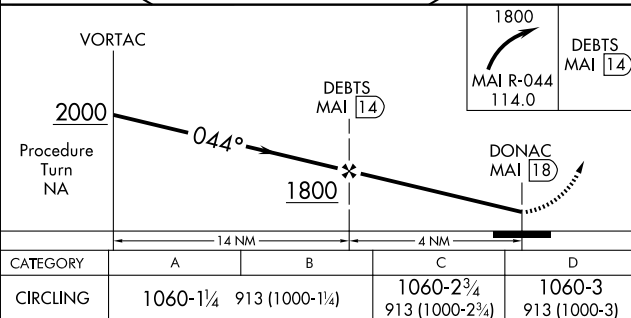
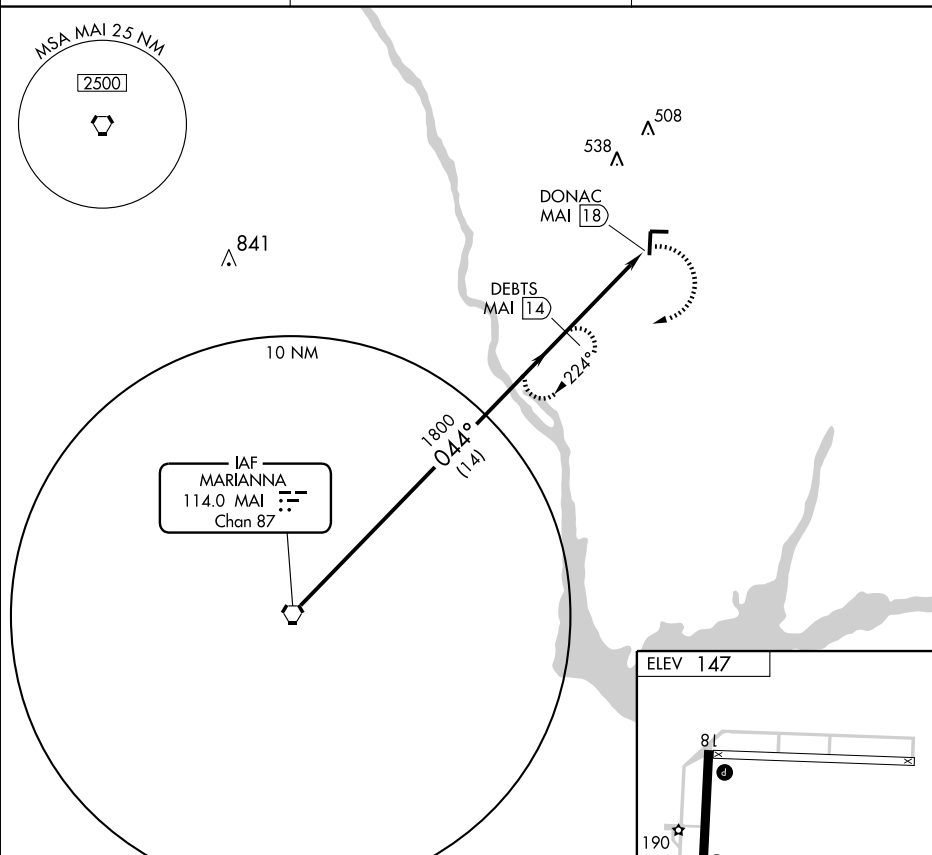
V Use Marianna, FL altimeter setting.
A NA

MISSED APPROACH: Climbing right turn to 1800
via MAI R-044 to DEBTS 14 DME and hold.

MARIANNA ASOS
133.525

CAIRNS APP CON ★
125.4 327.125

CTAF
122.9



DONALSONVILLE MUNI (17J) 1 S UTC-5(-4DT) N31°00.42' W84°52.66'

148 B FUEL 100LL NOTAM FILE MCN

RWY 18-36: H5182X100 (ASPH) S-20 MIRL 0.3% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Unattended. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr continuously from dusk-0400Z†, after 0400Z†—CTAF.

COMMUNICATIONS: CTAF 122.9

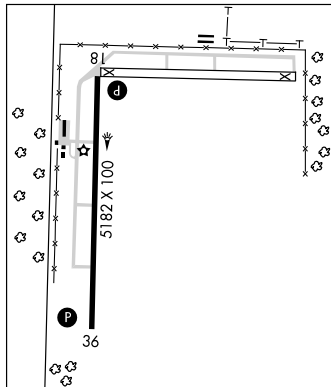
Ⓡ CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17' W85°07.47' 044° 18.4 NM to fld. 120/00E.

JACKSONVILLE
H-9A, 12F, L-21D, 22I
IAP



DOUGLAS MUNI (DQH) 2 S UTC-5(-4DT) N31°28.60' W82°51.63'

257 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 04-22: H6000X100 (ASPH) S-26 MIRL

RWY 04: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 22: PAPI(P2L)—GA 2.5° TCH 31'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 and MALSR Rwy 04—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (912) 383-7258

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

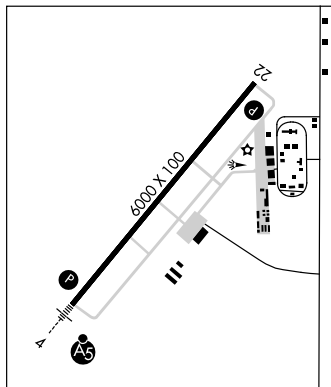
ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19' W82°30.49' 259° 18.4 NM to fld. 200/00E. HIWAS.

COFFEE CO NDB (MHW) 390 OWC N31°24.29' W82°55.43'

040° 5.4 NM to fld. NOTAM FILE MCN. NDB unmonitored 2300-1300Z†.

ILS 108.7 I-DQH Rwy 04. Class IA.

JACKSONVILLE
H-9B, 12F, L-24H
IAP



LOC I-DQH 108.7	APP CRS 040°	Rwy Idg TDZE Apt Elev	6000 253 257
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ILS or LOC RWY 4

DOUGLAS MUNI (DQH)

ADF Required. When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAs 60 feet and increase visibility Circling Cat C ¼ mile. Inoperative table does not apply to S-ILS 4. For inoperative MALSR increase S-LOC 4 Cats A/B/C visibility to 1 mile. For inoperative MALSR, when using Alma altimeter setting increase S-LOC 4 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH:
Climb to 900 then climbing right turn to 2000 direct OWC NDB and hold.

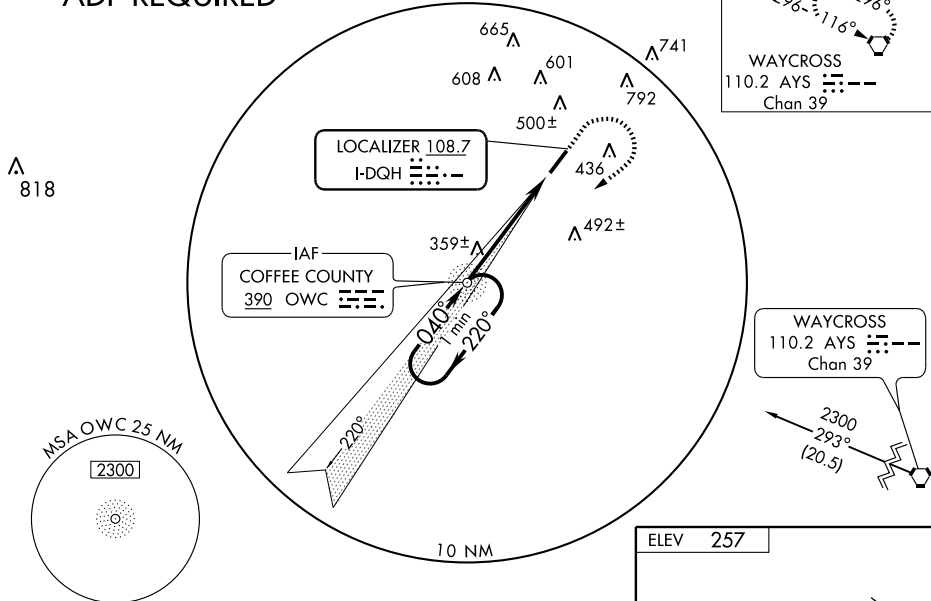
AWOS-3
119.075

JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

UNICOM
122.8 (CTAF) 0

ADF REQUIRED



One Minute
Holding Pattern

NDB

1883

900

2000

OWC

390

2000

220°

040°

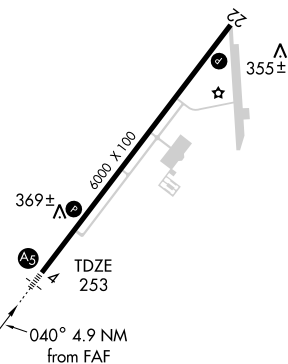
2000

GS 3.00°
TCH 51

4.9 NM

CATEGORY	A	B	C	D
S-ILS 4	503-¾	250 (300-¾)		
S-LOC 4	620-¾	367 (400-¾)		
CIRCLING	720-1	463 (500-1)	800-1½ 543 (600-1½)	820-2 563 (600-2)

ELEV 257



MIRL Rwy 4-22 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS **040°**
Rwy Idg **6000**
TDZE **253**
Apt Elev **257**

RNAV (GPS) RWY 4

DOUGLAS MUNI (DQH)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and D and Circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR increase visibility LNAV Cat A and B to 1 mile.

MALSR



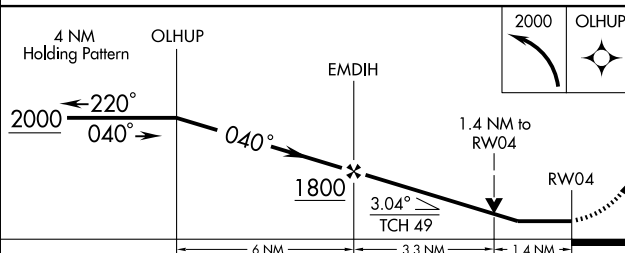
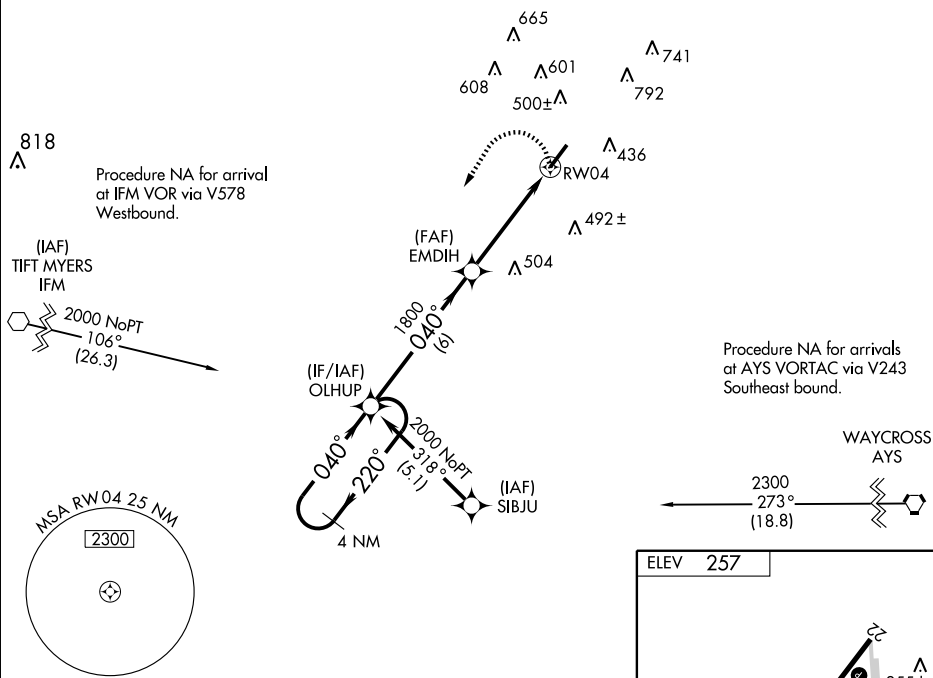
MISSED APPROACH: Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3
119.075

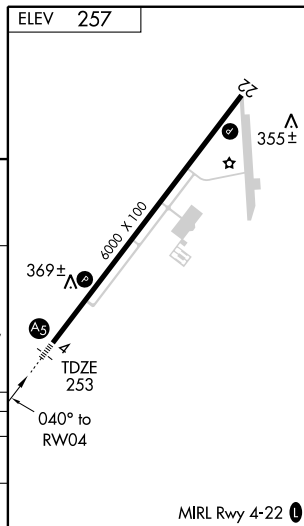
JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	740-3/4	487 (500-3/4)		740-1 487 (500-1)
CIRCLING	740-1	483 (500-1)	800-1 1/2 543 (600-1 1/2)	820-2 563 (600-2)



APP CRS	Rwy Idg	6000
220°	TDZE	257
	Apt Elev	257

RNAV (GPS) RWY 22

DOUGLAS MUNI (DQH)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altimeter setting and increase all MDAs 60 feet, and increase LNAV Cat D and Circling Cat C visibility ¼ mile. VDP NA when using Altimeter setting. Visibility reduction by helicopters NA.

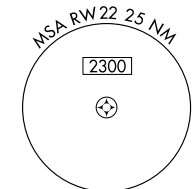
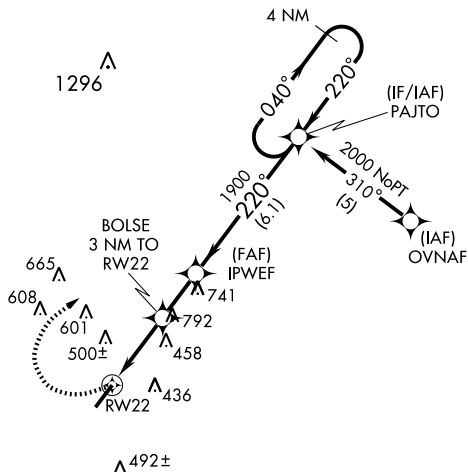
MISSED APPROACH: Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3
119.075

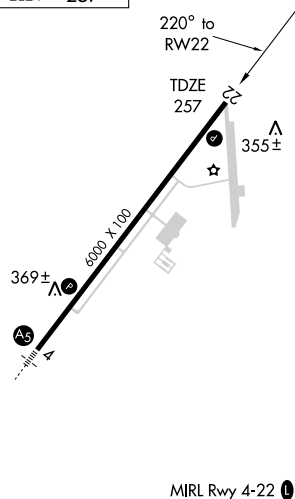
JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

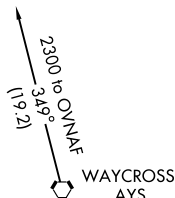
UNICOM
122.8 (CTAF)



ELEV **257**



Procedure NA for arrivals at
AYS VORTAC via V243
Southeast bound.



	<p>2000 PAJTO</p> <p>4 NM Holding Pattern</p> <p>040° 220° 2000</p> <p>IPWEF</p> <p>BOLSE 3 NM to RW22</p> <p>1260 1900</p> <p>VGSI and descent angles not coincident.</p> <p>1.8 1.2 NM 2 NM 6.1 NM</p>			
	<p>1.8 1.2 NM 2 NM 6.1 NM</p>			
CATEGORY	A		B	
LNAV MDA	760-1 503 (600-1)		760-1½ 503 (600-1½)	
CIRCLING	760-1 503 (600-1)		800-1½ 820-2 543 (600-1½) 563 (600-2)	

DUBLIN

W H 'BUD' BARRON (DBN) 3 NW UTC-5(-4DT) N32°33.87' W82°59.12'

309 B S4 FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 02-20: H6002X150 (ASPH) S-30, D-53 HIRL 0.3% up N

RWY 02: MALSR. PAPI(P2L)—GA 3.0°TCH 48'. Brush.

RWY 20: PAPI(P2L). Trees.

RWY 14-32: H5004X100 (ASPH) S-28, D-44

RWY 14: Tree.

RWY 32: Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z; Sun

1500-2300Z. Self svc fuel avbl 24 hrs with credit card. Deer on and invof arpt. ACTIVATE MALSR Rwy 02—CTAF. HIRL Rwy 02-20 opr continuously dusk-0300Z, after 0300Z ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (478) 277-9051. HIWAS 113.1 DBN.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

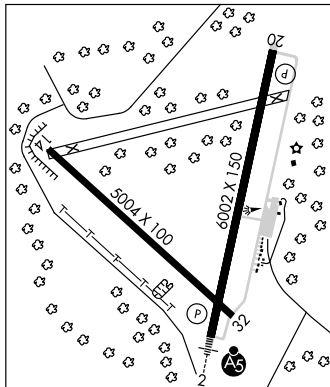
W82°49.80' 275° 7.9 NM to fld. 300/05W.

HIWAS.

CREKE NDB (MHW/LOM) 251 DB N32°29.03' W83°00.57'

028° 5.1 NM to fld. NDB unmonitored 2300-1300Z Mon-Fri, 2300-1500Z Sat-Sun.

ILS/DME 109.1 I-DBN Chan 28 Rwy 02. Class IB. LOM CREKE NDB. ILS unmonitored 2300-1300Z Mon-Fri; 2300-1500Z Sat-Sun.



DUBLIN N32°33.81' W82°49.80' NOTAM FILE MCN.

(L) VORTAC 113.1 DBN Chan 78 275° 7.9 NM to W H 'Bud' Barron. 300/05W.

HIWAS.

VOR portion unusable:

215°-285° byd 10 NM blo 3500'.

001°-139° byd 33 NM

001°-139° blo 4000'

RCO 122.6 122.1R 113.1T (MACON RADIO)

EARLY CO (See BLAKELY)

EASTMAN N32°08.05' W83°09.24' NOTAM FILE MCN

NDB (MHW) 366 EZM 019° 5.0 NM to Heart of Georgia Rgnl.

ATLANTA

H-9B, 12F, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, 24H

ATLANTA

L-18J

LOC/DME I-DBN 109.1 Chan 28	APP CRS 020°	Rwy Idg 6002 TDZE 298 Apt Elev 309
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ILS or LOC RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)



A NA

When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cts C and D visibility $\frac{1}{2}$ mile and circling Cat. D visibility $\frac{1}{2}$ mile. For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cts visibility $\frac{1}{2}$ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.

MALSR



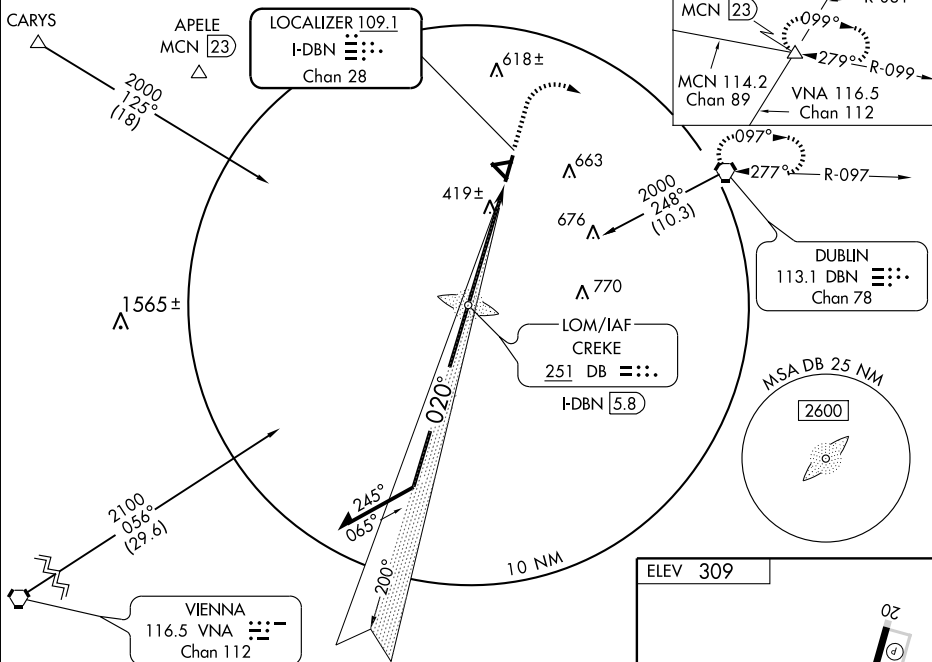
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3
118.425

ATLANTA APP CON ★
124.2 279.6

UNICOM
122.7 (CTAF) **L**

ADF REQUIRED



Remain
within 10 NM

CREKE LOM
I-DBN 5.8

100
▲

200

DBN

2000

GS 3.00°
TCH 42

VGSI and ILS glidepath
not coincident.

S glidepath 1900

[illegible]

NM —

I-DB
2.3

1-D

CATEGORY

A

1

C

D

S-11 S 2

$$498 - \frac{1}{2} \quad 200 (200 - \frac{1}{2})$$

S-LOC 2

680- $\frac{1}{2}$ 382 (400- $\frac{1}{2}$)

CIRCLING

760-1 451 (500-1)

780-1 1/2
(71-1500-1)

1020-2 ¼

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
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Min:Sec	4:36	3:04	2:18	1:50	1:32
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DUBLIN, GEORGIA

Amdt 2 07354

DUBLIN/W.H. "BUD" BARRON (DBN)

ILS or LOC RWY 2

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
020°	TDZE	298
	Apt Elev	309

RNAV (GPS) RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

▼ When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALS, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALS, increase LNAV visibility Cats C and D ½ mile. VDP NA when using Vidalia altimeter setting.

MALS

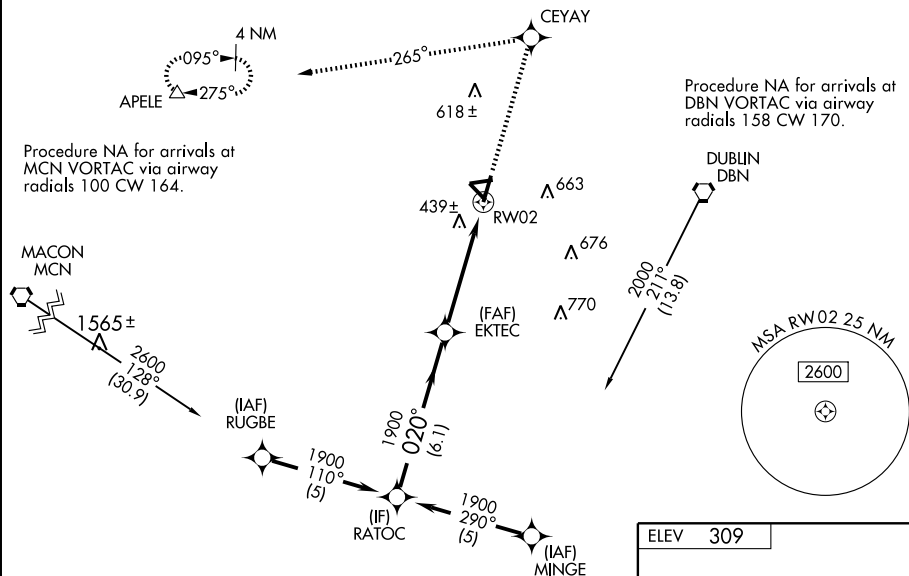


MISSED APPROACH: Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

AWOS-3
118.425

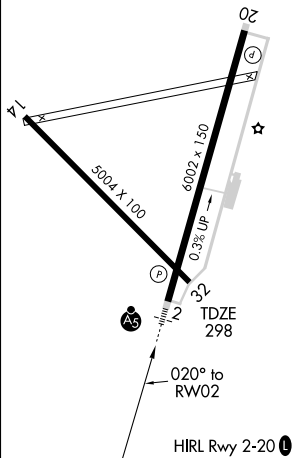
ATLANTA APP CON★
124.2 279.6

UNICOM
122.7 (CTAF) 0



ELEV 309

	RATOC	EKTEC	2100	CEYAY	265° TRK	APELE
	1900	1900				
Procedure						
Turn						
NA						
	6.1 NM	3.7 NM	1.2 NM			
CATEGORY	A	B	C	D		
LNAV MDA	700-1	402 (400-1)				
CIRCLING	760-1	451 (500-1)	780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)		



APP CRS 200°	Rwy Idg 6002
	TDZE 309
	Apt Elev 309

RNAV (GPS) RWY 20

DUBLIN/ W.H. "BUD" BARRON (DBN)

When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ½ mile, and circling Cat. D visibility ½ mile. Visibility reduction by helicopters NA. VDP NA with Vidalia altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct CETUP and right turn via 318° track to APELE and hold.

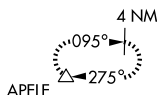
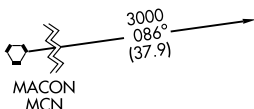
AWOS-3
118.425

ATLANTA APP CON ★
124.2 279.6

UNICOM
122.7 (CTAF) ①

NoPT for arrival at VOLVY via V5-V51-V267 southbound.

Procedure NA for arrivals at MCN VORTAC via airway radials 049 CW 100.



1565 ±
▲

618 ±
▲

449 ±
▲

663
▲

676
▲

770
▲

CETUP



1900
200° (8.2)
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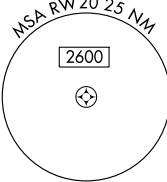
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VORTAC DBN 113.1 Chan 78	APP CRS 275°	Rwy Idg TDZE Apt Elev	N/A N/A 309
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VOR-A

DUBLIN/ W.H. "BUD" BARRON (DBN)

When local alimeter setting not received, use Vidalia alimeter setting and increase all MDAs 100 feet and Cat. C and D visibility $\frac{1}{4}$ mile.
WODOG fix minima increase Cat. D visibility $\frac{1}{2}$ mile.

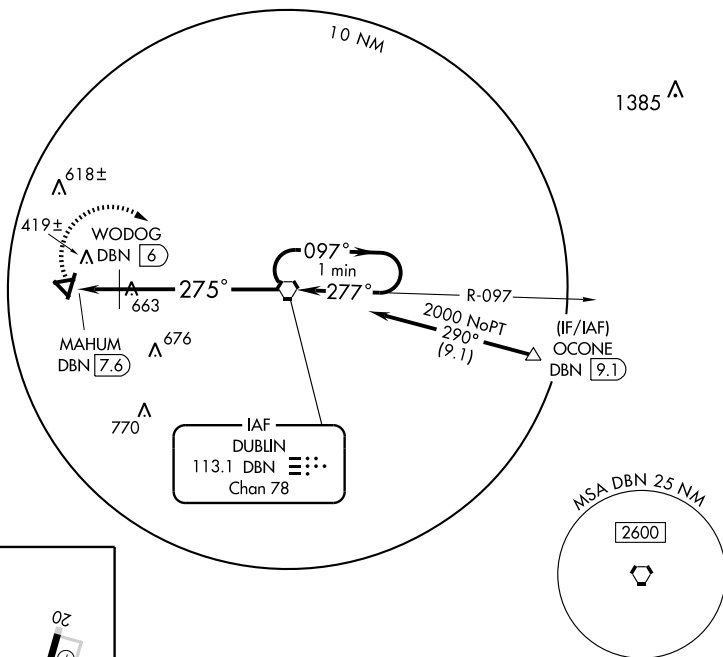
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3
118.425

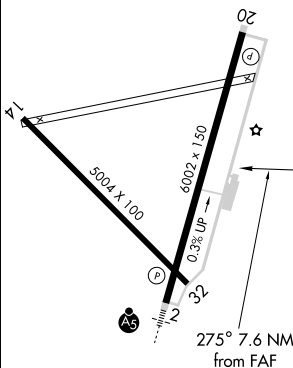
ATLANTA APP CON ★
124.2 279.6

UNICOM
122.7 (CTAF) **0**

Procedure NA for arrivals at OCONE via V70 northeast bound.



ELEV 309

HIRL Rwy 2-20 **0**

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

DUBLIN, GEORGIA

Amdt 4 08017

2000 DBN 113.1		VORTAC		One Minute Holding Pattern	
WODOG DBN 6		MAHUM DBN 7.6		097° → 2000	
275°		← 277°		* 1160 when using Vidalia alimeter setting.	
1.6		6 NM			
CATEGORY	A	B	C	D	
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)	
WODOG FIX MINIMA					
CIRCLING	760-1	451 (500-1)	780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)	

DUBLIN/ W.H. "BUD" BARRON (DBN)

VOR-A

32°34'N-82°59'W

EASTMAN

HEART OF GEORGIA RGNL (EZH) 3 E UTC-5(-4DT) N32°12.98' W83°07.72'

304 B FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H6506X100 (ASPH) S-75, D-120 HIRL

RWY 02: MALSR. PAPI (P4L)—GA 3.5° TCH 23'.

RWY 20: REIL. PAPI (P4L)—GA 4.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. 24 hr self-fueling with credit card. PAEW adjacent to all rwys and twys. Flight training in area. Rotating bcn ops dusk-0500Z. HIRL Rwy 02-20 preset med ints and PAPI Rwy 02 and Rwy 20 opr continuously dusk-0300Z; to increase ints HIRL Rwy 02-20 and ACTIVATE REIL Rwy 20 and MALSR Rwy 02—CTAF. After 0300Z, ACTIVATE HIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 20 and MALSR Rwy 02—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.425 (478) 374-9979. Ceiling OTS indef.

COMMUNICATIONS: CTAF 124.55 ATIS 119.425 UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

TOWER 124.55 (Mon-Fri 1500-2100Z) GND CON 121.175

JAX CENTER APP/DEP CON 132.3 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

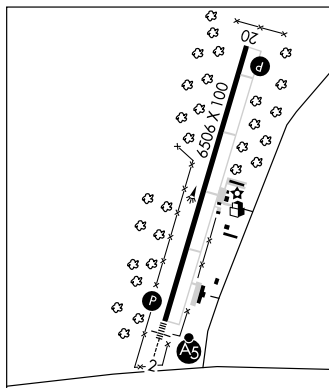
AIRSPACE: CLASS D svc Mon-Fri 1500-2100Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 088° 18.8 NM to fld. 300/01E.

EASTMAN NDB(MHW) 366 EZM N32°08.05' W83°09.24' 019° 5.1 NM to fld.

ILS 109.55 I-HUV Rwy 02.



ELBERT CO-PATZ FLD (See ELBERTON)

ELBERTON

ELBERT CO-PATZ FLD (27A) 2 E UTC-5(-4DT) N34°05.71' W82°48.95'

603 B FUEL 100LL, MOGAS NOTAM FILE MCN

RWY 10-28: H4000X75 (ASPH) S-30 MIRL

RWY 10: PAPI(P2L)—GA 3.75° TCH 42'. Trees.

RWY 28: PAPI(P2L)—GA 3.75° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. PAEW adjacent Rwy 10-28 1200-2100Z. Deer on and invof arpt. MIRL Rwy 10-28 opr—CTAF 24 hrs. PAPI Rwy 10 and Rwy 28 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.15 (706) 283-8133.

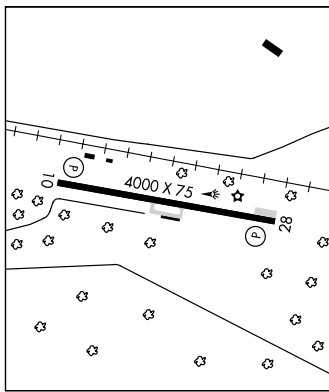
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0300Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0300-1115Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 185° 19.5 NM to fld. 736/00E.



ATLANTA
L-18J
IAP

LOC I-HUV 109.55	APP CRS 019°	Rwy Idg TDZE Apt Elev	6506 300 304
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ILS or LOC RWY 2

EASTMAN/ HEART OF GEORGIA REGIONAL (E/ZM)

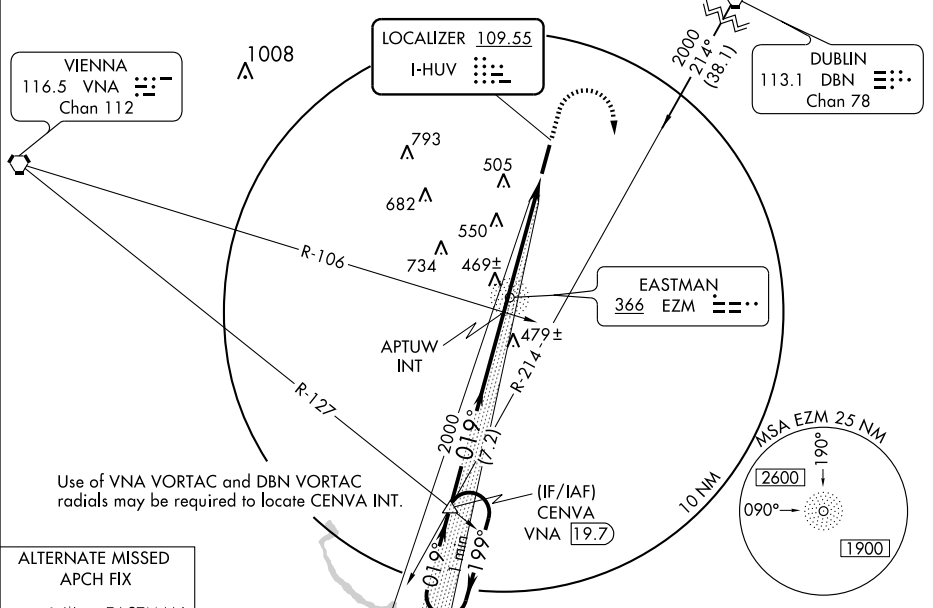
When local altimeter setting not received, use Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility ¼ mile.



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0
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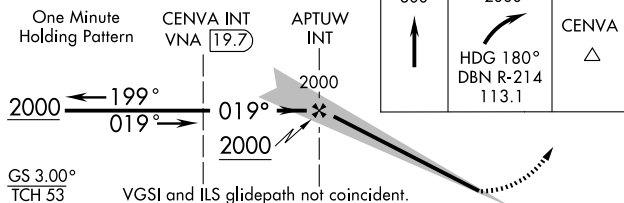
NoPT for arrival at CENVA on V362 Northwest bound.



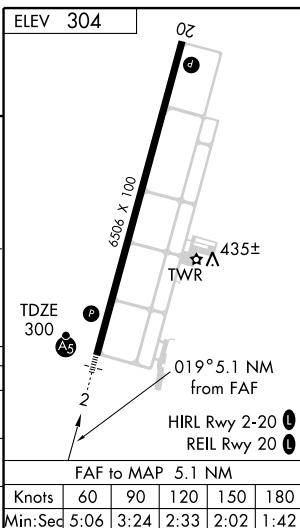
ALTERNATE MISSED APCH FIX



One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 2	500-½ 200 (200-½)			
S-LOC 2	720-½ 420 (500-½)		720-¾ 420 (500-¾)	
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)



NDB RWY 2

EASTMAN/HEART OF GEORGIA RGNL (E2M)

NDB E2M 366	APP CRS 019°	Rwy Idg TDZE Apt Elev	6506 300 304
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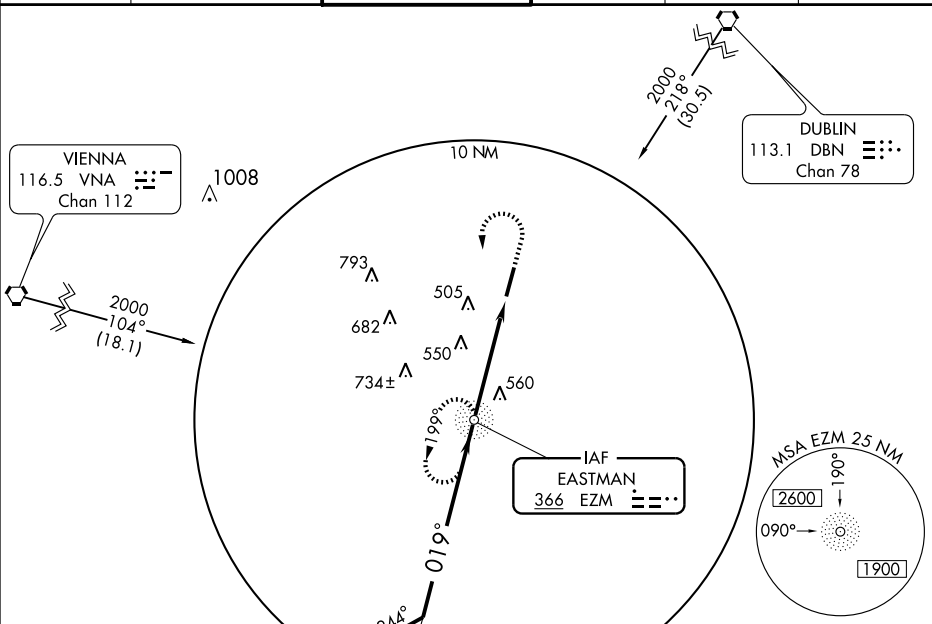
When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet and S-2 Cats C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile.

MALSR

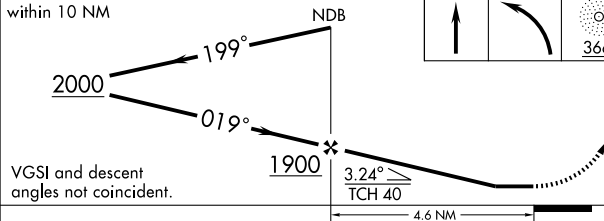


MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct E2M NDB and hold.

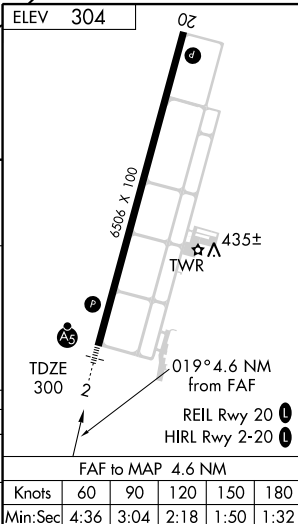
ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0
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Remain within 10 NM



CATEGORY	A	B	C	D
S-2	900-¾ 600 (600-¾)		900-1 600 (600-1)	900-1½ 600 (600-1½)
CIRCLING	900-1 596 (600-1)		900-1½ 596 (600-1½)	900-2 596 (600-2)



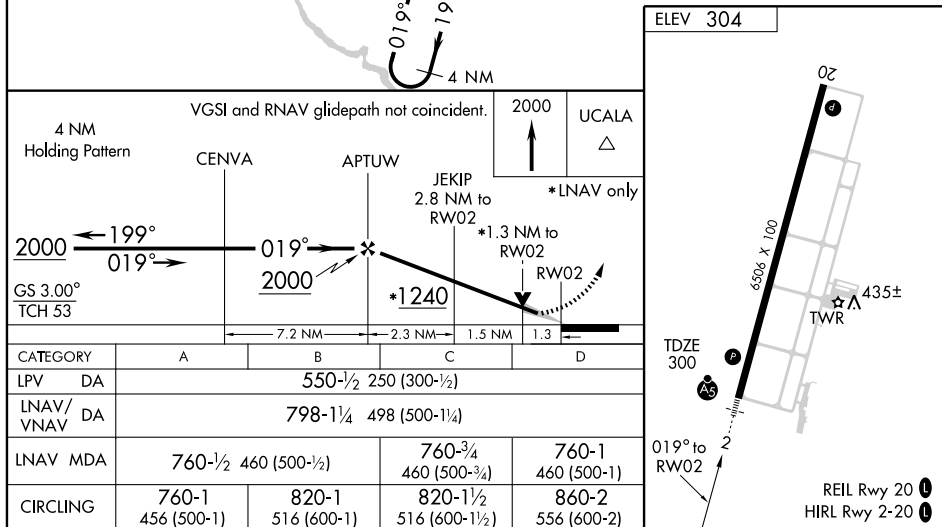
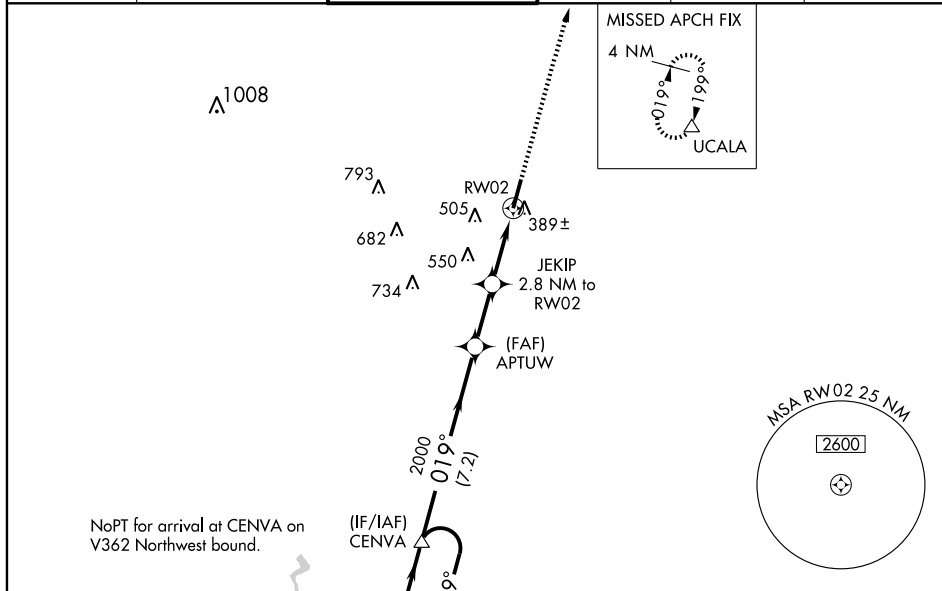
WAAS CH 82104 W02A	APP CRS 019°	Rwy Idg 6506 TDZE 300 Apt Elev 304
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RNAV (GPS) RWY 2

EASTMAN/ HEART OF GEORGIA RGNL (E2M)

<p>▼</p> <p>▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Dublin altimeter setting. For inoperative MALSR, increase LPV all Cats visibility ½ mile when using Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DAs/MDAs 60 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat. C and D visibilities ¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH:</p> <p>Climb to 2000 direct UCALA and hold.</p>
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ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0
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EASTMAN, GEORGIA

Amdt 1 07354

EASTMAN/ HEART OF GEORGIA RGNL (E2M)

32°13'N - 83°08'W

RNAV (GPS) RWY 2

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **199°**
 Rwy Idg **6506**
 TDZE **304**
 Apt Elev **304**

RNAV (GPS) RWY 20

EASTMAN/HEART OF GEORGIA RGNL (E2M)



NA

When local altimeter setting not received, use Dublin
 altimeter setting and increase all MDAs 60 feet.
 VDP NA when using Dublin altimeter setting.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CENVA
 and hold.

ATIS
119.425

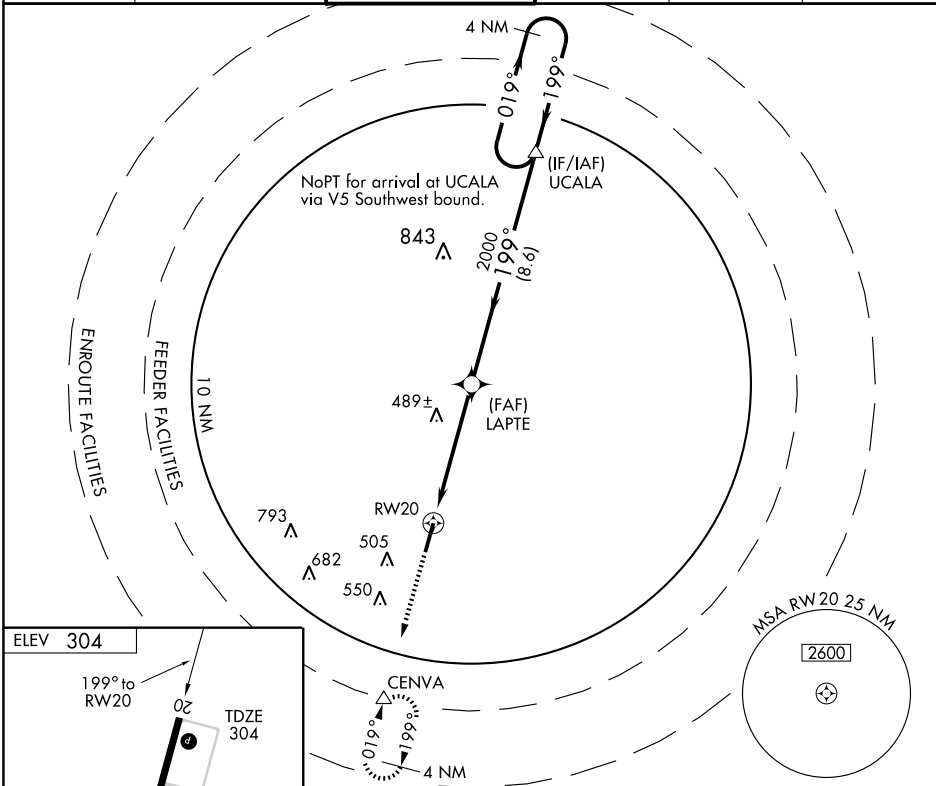
ATLANTA APP CON ★
124.2 279.6

EASTMAN TOWER ★
124.55 (CTAF) 0

GND CON
121.175

GCO
121.725

UNICOM
123.0



ELEV 304

199° to RW20

TDZE 304

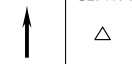
435±

TWR

REIL Rwy 20

HIRL Rwy 2-20

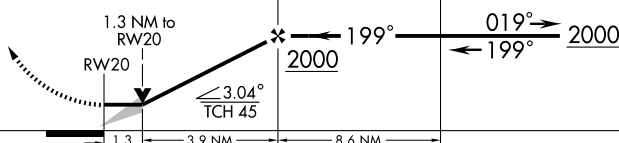
2000 CENVA



LAPTE

UCALA

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	740-1 436 (500-1)	740-1¼ 436 (500-1¼)	740-1½ 436 (500-1½)	740-1½ 436 (500-1½)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

VORTAC VNA 116.5 Chan 112	APP CRS 088°	Rwy ldg TDZE Apt Elev 304	N/A N/A 304
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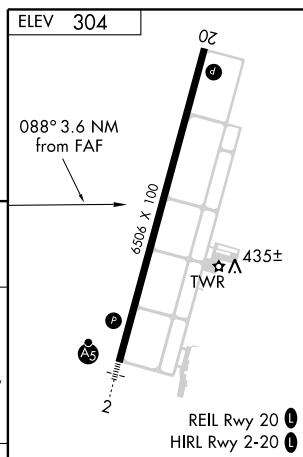
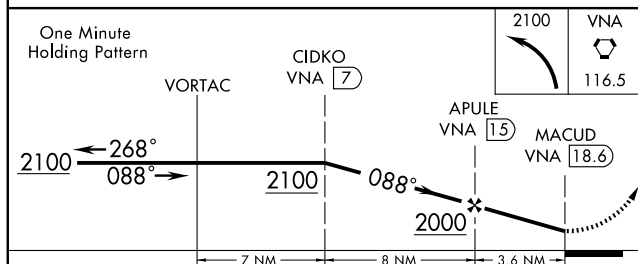
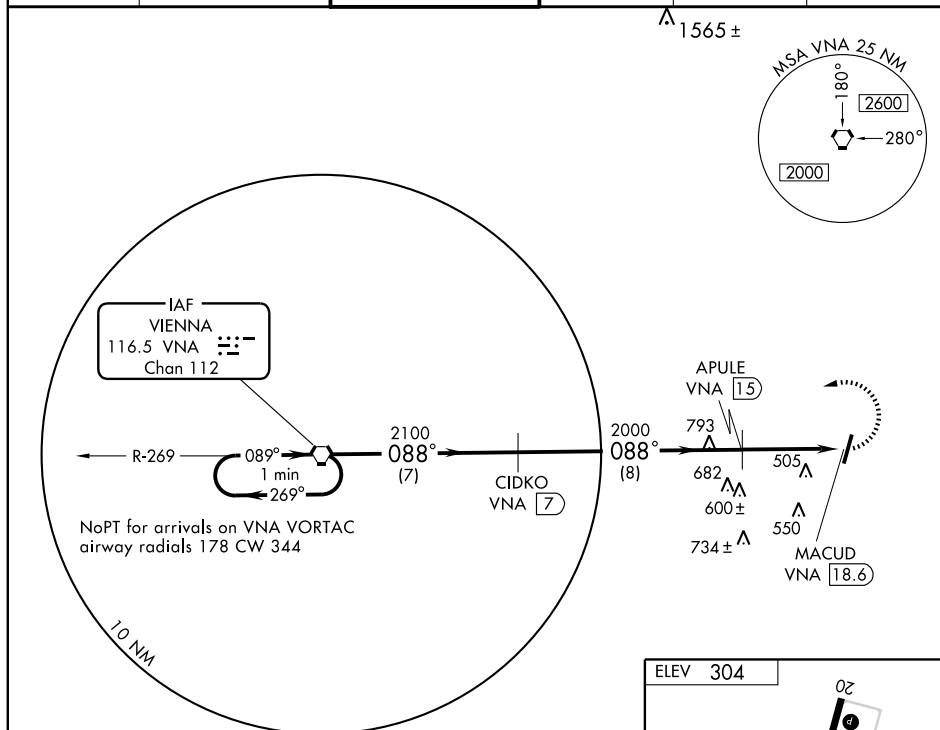
VOR/DME-A

EASTMAN/HEART OF GEORGIA RGNL (E2M)

▼
▲ NA When local altimeter setting not received,
use Dublin altimeter setting and increase
all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct VNA
VORTAC and hold.

ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)	Min:Sec					

EASTMAN, GEORGIA

Amdt 8 08017

EASTMAN/HEART OF GEORGIA RGNL (E2M)

32°13'N - 83°08'W

VOR/DME-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

EASTMAN

HEART OF GEORGIA RGNL (EZH) 3 E UTC-5(-4DT) N32°12.98' W83°07.72'

304 B FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H6506X100 (ASPH) S-75, D-120 HIRL

RWY 02: MALSR. PAPI (P4L)—GA 3.5° TCH 23'.

RWY 20: REIL. PAPI (P4L)—GA 4.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. 24 hr self-fueling with credit card. PAEW adjacent to all rwys and twys. Flight training in area. Rotating bcn ops dusk-0500Z. HIRL Rwy 02-20 preset med ints and PAPI Rwy 02 and Rwy 20 opr continuously dusk-0300Z; to increase ints HIRL Rwy 02-20 and ACTIVATE REIL Rwy 20 and MALSR Rwy 02—CTAF. After 0300Z, ACTIVATE HIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 20 and MALSR Rwy 02—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.425 (478) 374-9979. Ceiling OTS indef.

COMMUNICATIONS: CTAF 124.55 ATIS 119.425 UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

TOWER 124.55 (Mon-Fri 1500-2100Z) GND CON 121.175

JAX CENTER APP/DEP CON 132.3 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

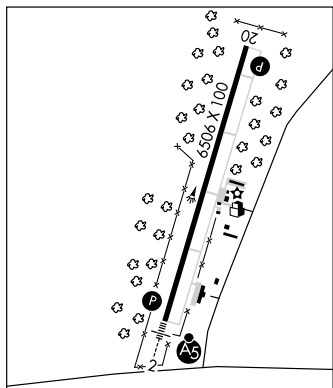
AIRSPACE: CLASS D svc Mon-Fri 1500-2100Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 088° 18.8 NM to fld. 300/01E.

EASTMAN NDB(MHW) 366 EZM N32°08.05' W83°09.24' 019° 5.1 NM to fld.

ILS 109.55 I-HUV Rwy 02.



ELBERT CO-PATZ FLD (See ELBERTON)

ELBERTON

ELBERT CO-PATZ FLD (27A) 2 E UTC-5(-4DT) N34°05.71' W82°48.95'

603 B FUEL 100LL, MOGAS NOTAM FILE MCN

RWY 10-28: H4000X75 (ASPH) S-30 MIRL

RWY 10: PAPI(P2L)—GA 3.75° TCH 42'. Trees.

RWY 28: PAPI(P2L)—GA 3.75° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. PAEW adjacent Rwy 10-28 1200-2100Z. Deer on and invof arpt. MIRL Rwy 10-28 opr—CTAF 24 hrs. PAPI Rwy 10 and Rwy 28 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.15 (706) 283-8133.

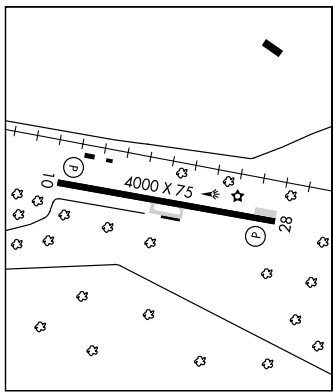
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0300Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0300-1115Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 185° 19.5 NM to fld. 736/00E.



ATLANTA
L-18J
IAP

APP CRS **104°**
Rwy ldg **4000**
TDZE **600**
Apt Elev **603**

RNAV (GPS) RWY 10

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

▼ When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting.
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

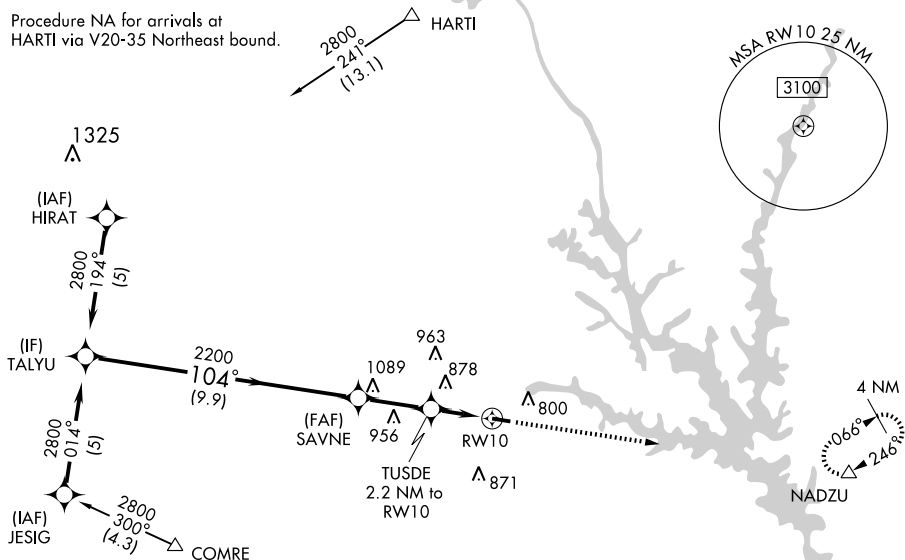
MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3
118.15

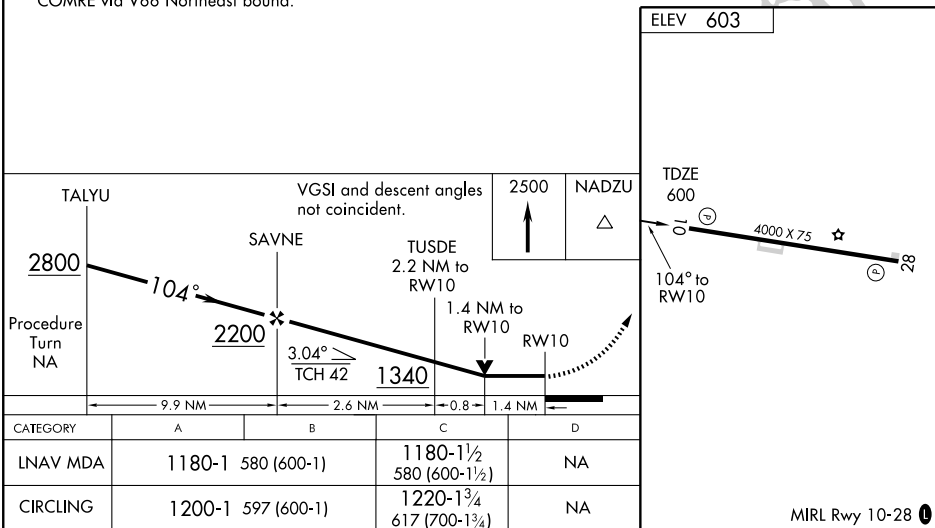
ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at HARTI via V20-35 Northeast bound.



Procedure NA for arrivals at COMRE via V66 Northeast bound.



MIRL Rwy 10-28 0

APP CRS **284°**
Rwy Idg **4000**
TDZE **603**
Apt Elev **603**

RNAV (GPS) RWY 28

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3
118.15

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) 0

MSA RW 28 25 NM

3100

Procedure NA for arrivals at GRD VORTAC via V311 East bound.

GREENWOOD GRD

2500
257°
(20.8)

(IAF) NUPBI

4 NM

2500
194° (5)

2200
284°
(7.4)

2500
066°
(5)

(IF/IAF) NADZU
Procedure NA for arrivals at NADZU via V454 Northeast bound.

(IAF) PICOB

2500
074°
(5.5)

GOLFR

Procedure NA for arrivals at GOLFR via V325 East bound.

ELEV 603

284° to RW28
4000 X 75
TDZE 603

2500
NADZU

VGSI and descent angles not coincident.

NADZU

KOBPE
2.1 NM to RW28

FEHDY

2500

1.1 NM to RW28

1320

2200

284°

Procedure Turn NA

1.1 NM 1 NM 2.7 NM 7.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1 497 (500-1)		1100-1¼ 497 (500-1¼)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 0

VORTAC AHN 109.6 Chan 33	APP CRS 070°	Rwy Idg TDZE Apt Elev	4000 600 603
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VOR/DME RWY 10

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

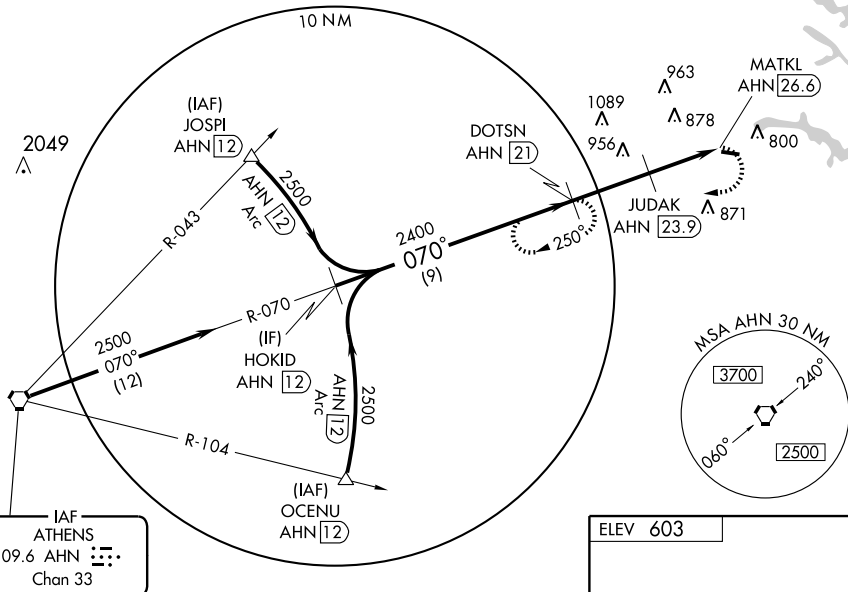
V When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet, S-10 and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2400 via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3
118.15

ATLANTA APP CON ★
127.5 316.05

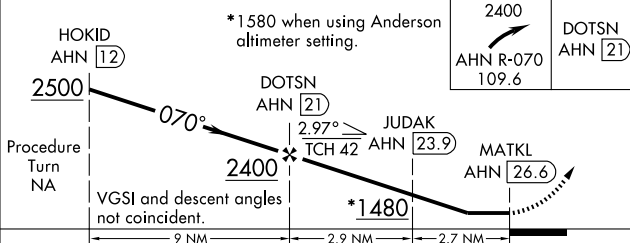
UNICOM
122.8 (CTAF) 0



ELEV 603

070° 5.6 NM
from FAF

TDZE
600



CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

MIRL Rwy 10-28 0

ELLIJAY

GILMER CO (49A) 4 S UTC-5(-4DT) N34°37.69' W84°31.60'

ATLANTA

1486 B FUEL 100LL NOTAM FILE MCN

L-181

RWY 03-21: H3500X75 (ASPH) S-30, D-41 MIRL

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. 24 hr credit card svc avbl.

ACTIVATE MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (706) 276-4513.

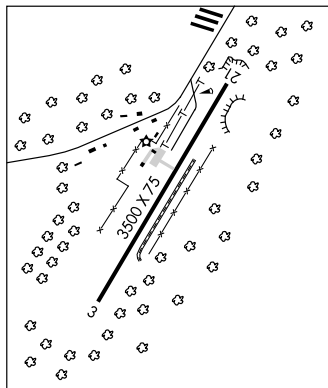
COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'

W83°54.94' 238° 35.6 NM to fld. 3660/00E.

HIWAS.



EMANUEL CO (See SWAINSBORO)

EMORY N33°27.77' W81°59.81' NOTAM FILE MCN.

CHARLOTTE

NDB (HW) 385 EMR 168° 5.8 NM to Augusta Rgnl at Bush Fld. Unmonitored when AGS twr clsd.

L-241

FENIX N32°27.12' W85°02.52' NOTAM FILE CSG.

ATLANTA

NDB (LOM) 355 CS 056° 6.5 NM to Columbus Metropolitan. (Unmonitored).

L-181

FITZGERALD MUNI (FZG) 2 SW UTC-5(-4DT) N31°41.03' W83°16.25'

JACKSONVILLE

365 B S2 FUEL 100LL, JET A+ NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 01-19: H5000X98 (ASPH) D-28 MIRL

IAP

RWY 01: ODALS. VASI(V4L). Trees. RWY 19: VASI(V4L). Trees.

RWY 15-33: 2984X300 (TURF) 1.0% up NW

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z±, Sun

1400-2200Z±. PAEW adjacent Rwy 01-19. Rwy 15-33 thlds

marked with white tires. MIRL Rwy 01-19 and VASI Rws 01-19

preset med ints dusk-0300Z±, after 0300Z± ACTIVATE —CTAF.

ACTIVATE ODALS Rwy 01—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (229) 426-5072.

COMMUNICATIONS: CTAF/UNICOM 123.0

® JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

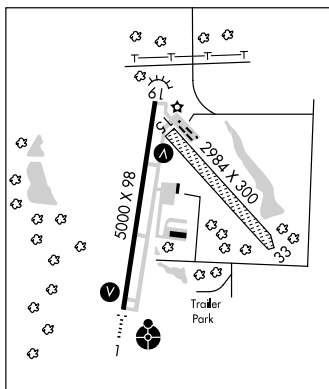
VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 159° 33.7 NM to fld. 300/01E.

NDB (MHW) 362 SUR N31°36.78' W83°17.44' 017° 4.4

NM to fld.

ILS 111.1 I-FQR Rwy 01. LOC only.



FLANC N33°45.74' W84°38.33' NOTAM FILE FTY.

ATLANTA

NDB (MHW/LOM) 344 FT 082° 6 NM to Fulton Co Arpt-Brown Fld. NDB unusable byd 12NM.

L-181, A

FLOWERY BRANCH N34°12.20' W83°54.38' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 365 FKV 047° 5.7 NM to Lee Gilmer Meml.

L-18J

FLOYD N34°17.93' W85°09.85' NOTAM FILE RMG.

ATLANTA

NDB (MHW) 388 OYD 008° 3.1 NM to Richard B. Russell. (Unmonitored indef)

L-181

LOC I-FQR 111.1	APP CRS 015°	Rwy Idg TDZE Apt Elev	5002 361 365
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LOC RWY 1
FITZGERALD MUNI (FZG)



ADF required.
Visibility reduction by helicopters NA.
Inoperative table does not apply.



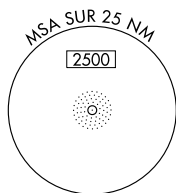
MISSED APPROACH: Climb to 800, then
climbing right turn to 2000 direct SUR
NDB and hold.

AWOS-3
118.625

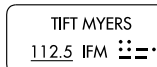
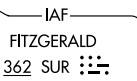
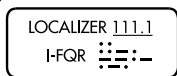
JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

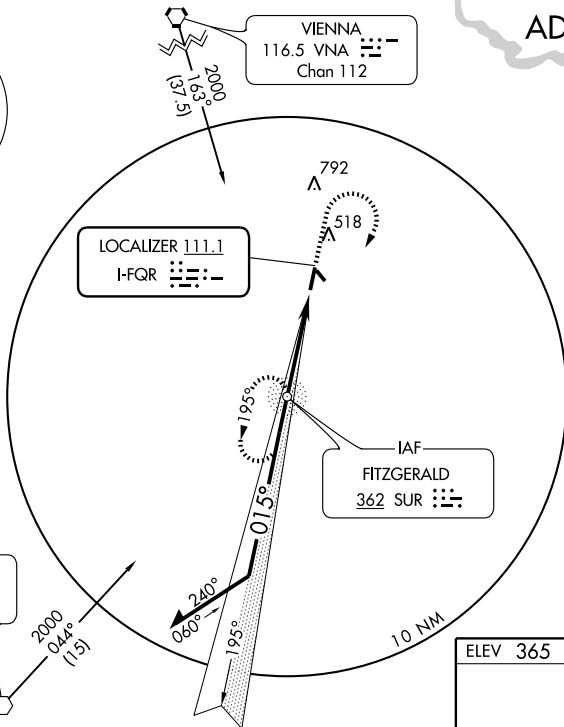
UNICOM
123.0 (CTAF) 0



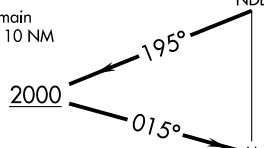
ADF REQUIRED



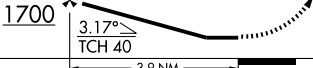
933



Remain
within 10 NM



VGSI and descent
angles not coincident.

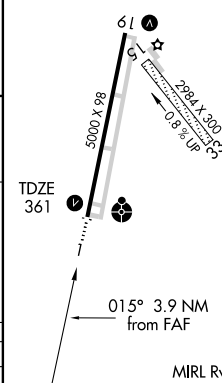


800

2000

SUR

ELEV 365



TDZE
361

015° 3.9 NM
from FAF

MIRL Rwy 1-19 0

CATEGORY	A	B	C	D
S-1	740-1	379 (400-1)		740-1¼ 379 (400-1¼)
CIRCLING	880-1	515 (600-1)	880-1½ 515 (600-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NDB or GPS RWY 1

FITZGERALD MUNI (FZG)

NDB SUR 362	APP CRS 015°	Rwy Idg TDZE Apt Elev	5002 365 365
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▼
▲ NA Obtain local altimeter setting on AWOS.
Visibility reduction by helicopters NA.
Inoperative table does not apply.



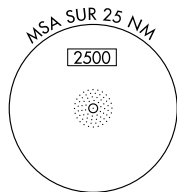
MISSED APPROACH: Climbing right turn
to 2000 direct SUR NDB and hold.

AWOS-3
118.625

JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

UNICOM
123.0 (CTAF) 0



2000-33
(37.5) to NDB

792
518

RW01

195°

015°

240°

060°

195°

10 NM

IAF

FITZGERALD

362 SUR

2500

933

2000 to NDB

044°

(15)

TIFT MYERS

112.5 IFM

2500

195°

015°

1700

3.16°

TCH 40

3.9 NM

RW01

2000

SUR

362

61

2000 x 98

2000 x 300

0.8% UP

TDZE 365

015° 3.9 NM from FAF

MIRL Rwy 1-19 0

FAF to MAP 3.9 NM

Knots 60 90 120 150 180

Min:Sec 3:54 2:36 1:57 1:34 1:18

Remain within 10 NM

VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

S-1

780-1 415 (500-1)

780-1 415 (500-1 1/4)

860-1 495 (500-1)

860-1 495 (500-1 1/2)

920-2 555 (600-2)

AIRPORT DIAGRAM

AFD-146 [USA]

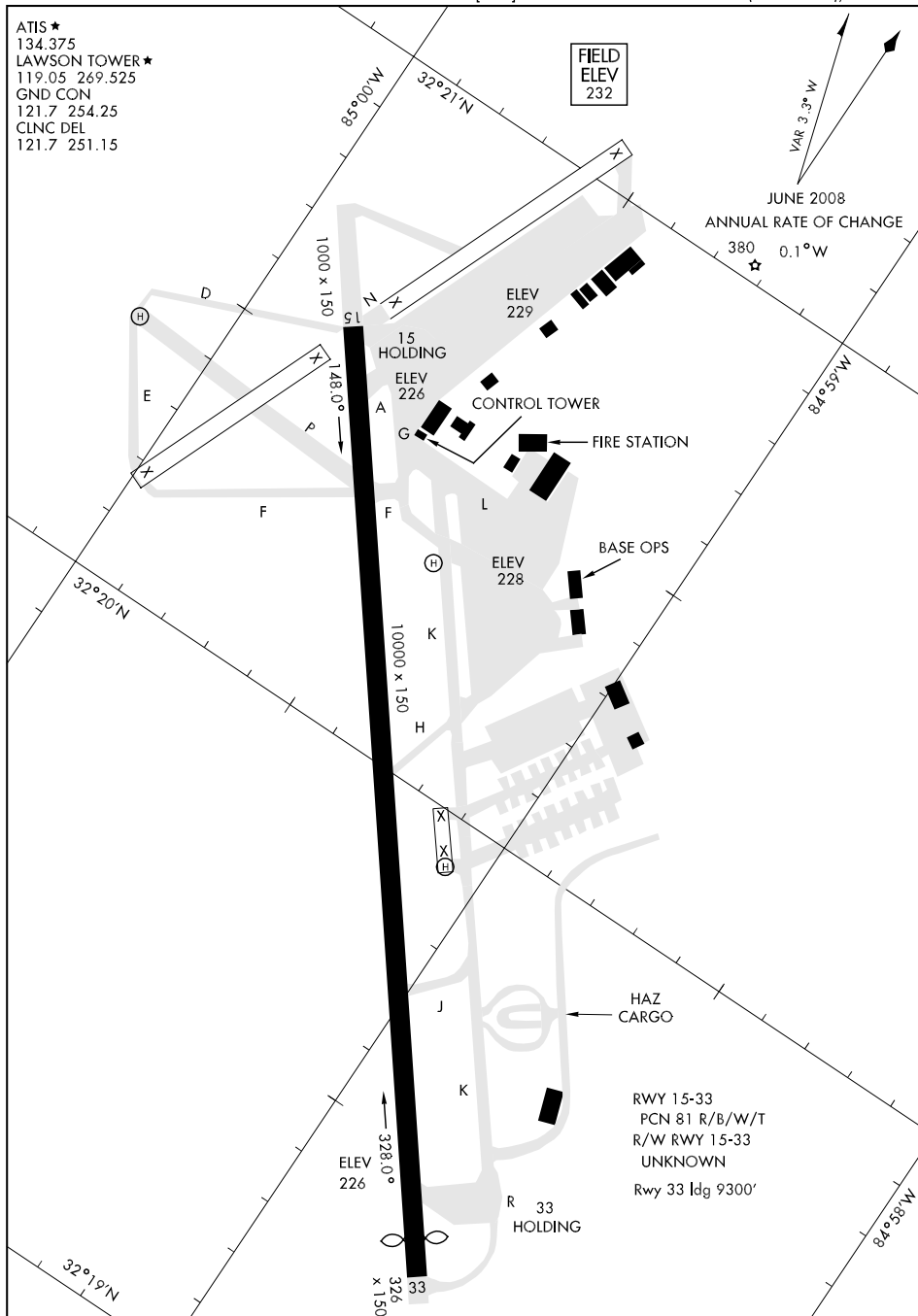
FT. BENNING (COLUMBUS), GEORGIA

ATIS ★
134.375
LAWSON TOWER ★
119.05 269.525
GND CON
121.7 254.25
CLNC DEL
121.7 251.15

FIELD
ELEV
232

JUNE 2008
ANNUAL RATE OF CHANGE
380 0.1°W

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FT. BENNING (COLUMBUS), GEORGIA

LAWSON AAF (KLSF)

LAWSON AAF (FORT BENNING) (LSF)(KLSF) A 5 SW UTC-5(-4DT) N32°19.91' W84°59.23' ATLANTA
232 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE LSF Not insp. H-9A, L-181
RWY 15-33: H1000X150 (ASPH) PCN 81 R/B/W/T HIRL DIAP, AD
RWY 15: Rgt ttc. RWY 33: SALSF. Thld dsplcd 700'.

MILITARY SERVICE: IASU 1(M32A-95) 5(M32A-86) FUEL J8. Refuel svc Mon-Fri 1200-0400Z, Sat 1300-2100Z, OT 2 hr PPR. OIL O-128-148-156 TRAN ALERT Mon-Fri 24 hr, Sat-Sun 1200-0400Z. Except by NOTAM. OT 48 hr PPR rqr.

MILITARY REMARKS: Attended continuously exc by NOTAM. Advisory svc on Base Ops frequency when twr clsd. RSTD 48 hr PPR for all hazardous cargo and 7 day PPR for fixed wing acft except AIR EVAC, and all rotary wing flights of 5 or more. Parking ltd. 7 day PPR for parking and remain overnight. DSN 835-3524, C706-545-3524, 24 hr. CAUTION Extensive troop carrier opr. Parachute drops at 1550' within 2½ NM of arpt. Extensive helicopter opr 1230-2330Z. TFC PAT TPA—fixed wing 1800(1568), 360° overhead 2300(2068), rotary wing 1000(768). MISC Wx obsn automated and augmented as required for continuous operation. Remote briefing svc avbl 26 OWS, Barksdale AFB, DSN 781-4755, C318-456-4775, FAX DSN 781-3493 or https://barksdale.af.mil. Forecaster duty hrs Mon-Fri 1000-0200Z exc holidays. VIP acft ctc PTD 45 NM out.

COMMUNICATIONS: ATIS 134.375 (Dur twr operation hrs.) PTD 134.1 245.7
Ⓡ ATLANTA APP/DEP CON 125.5 323.1 (blo 7000') 126.55 353.75 (7000' and abv) (Mon-Fri 1200-0400Z), other times ctc ATLANTA CENTER APP/DEP CON 120.45 357.6
TOWER 119.05 269.525 288.275 (Mon-Fri 1200-0400Z, exc holidays) GND CON 121.7 254.25 CLNC DEL 121.7 251.15 GCA Opr Mon-Fri 1300-2100Z (E) 121.05 307.325 PMSV METRO 343.2 BASE OPS 134.1 245.7 DOUGHBOY ADVISORY 138.325 134.1 244.6 245.7

AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z, exc holidays other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LSF.
(T) VORW/DME 111.4 LSF Chan 51 N32°19.94' W84°59.60' at fld. 250/2W.
VOR unusable 161°-169° 181°-214° byd 15 NM.
NDB (MHW) 335 AWS N32°17.59' W85°01.40' 040° 3 NM to fld.
ILS 110.7 I-LSF Rwy 33. Back course unusable.
ASR (Mon-Fri 1300-2100Z)

COMM/NAV/WEATHER REMARKS: Radar See Terminal FLIP for Radar Minima. Contact Airport Advisory Service on twr frequency prior to ldg.

LEE GILMER MEML (See GAINESVILLE)

LINDBERGH N32°10.47' W84°06.49' NOTAM FILE MCN. ATLANTA
NDB (MHW) 242 LKG 230° 5.2 NM to Jimmy Carter Rgnl. L-181

LOUISVILLE MUNI (2J3) 2 SE UTC-5(-4DT) N32°59.16' W82°23.09' ATLANTA
328 B FUEL 100LL, JET A NOTAM FILE MCN H-9B, 12G, L-241
RWY 13-31: H5000X100 (ASPH) S-26 MIRL
RWY 13: PAPI(P2L)—GA 3.5° TCH 25'. Trees. RWY 31: PAPI(P2L)—GA 3.5° TCH 20'.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.
DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81' W82°49.80' 047° 33.9 NM to fld. 300/05W. HIWAS.

LOWER CHATTAHOOCHEE RGNL (See CUTHBERT)

LUMPKIN CO-WIMPYS (See DAHLONEGA)

MACON N32°41.47' W83°38.83' NOTAM FILE MCN. ATLANTA
(H) VORTAC 114.2 MCN Chan 89 at Middle Georgia Rgnl. 381/01E. H-9B, 12F, L-181
VOR portion unusable 085°-099°. VOR unusable 240°-280°.

RCO 122.4 122.2 122.1R. (MACON RADIO)

LOC I-LSF 110.7	APCH CRS 327°	Rwy Idg TDZE Arpt Elev 9300 226 232
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AL-146 [USA]

LAWSON AAF (KLSF)

▼ * Circling not authorized E of Rwy 15-33.
 ▲ NA when twr cldsd.

SALSIF
A2

MISSED APPROACH: Climb to 1000 then climbing left turn to
 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★
134.375

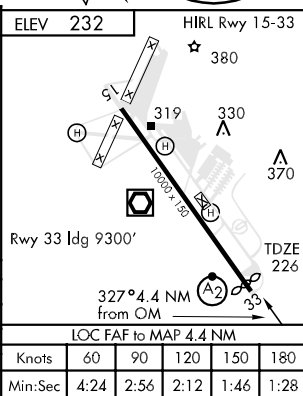
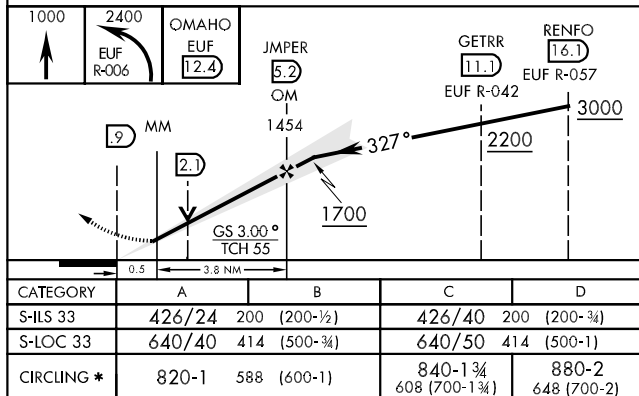
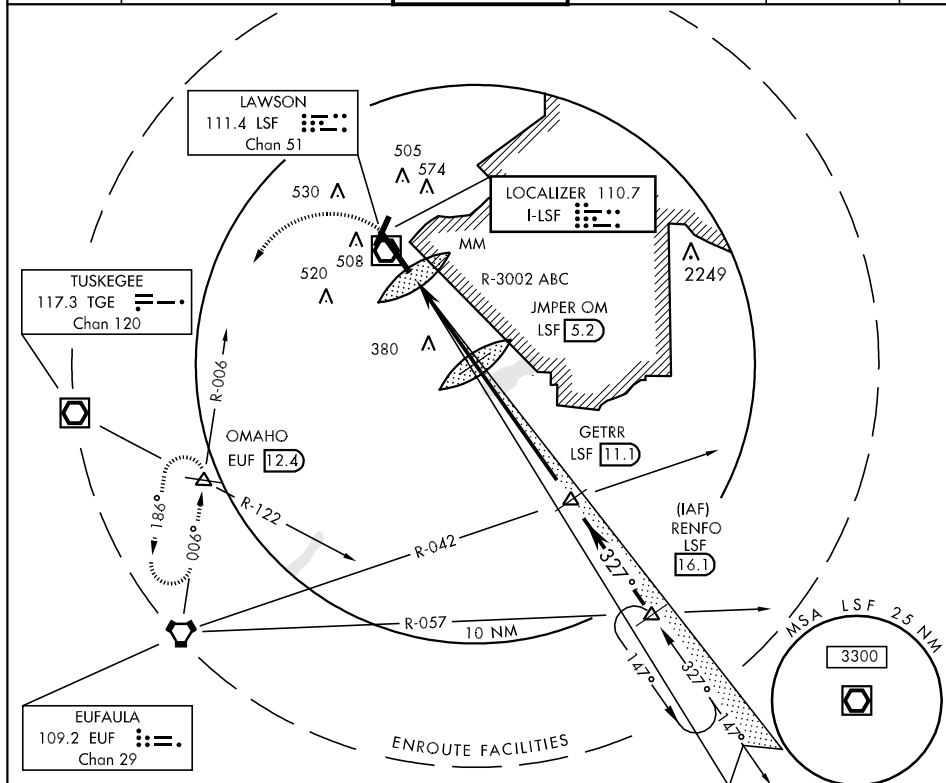
ATLANTA APP CON
125.5 323.1 blw 7000
126.55 353.75 7000 and abv

LAWSON TOWER ★
119.05 269.525

GND CON
121.7 254.25

CLNC DEL
121.7 251.15

ASR/
PAR



APCH CRS
147°

Rwy ldg **10,000**
TDZE **226**
Arpt Elev **232**

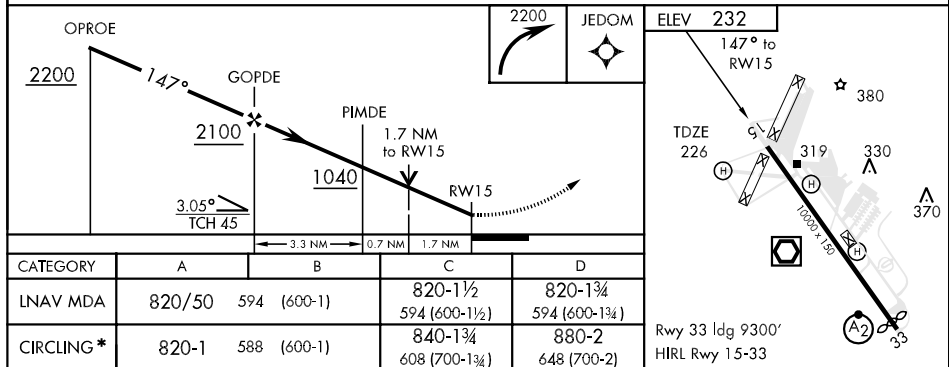
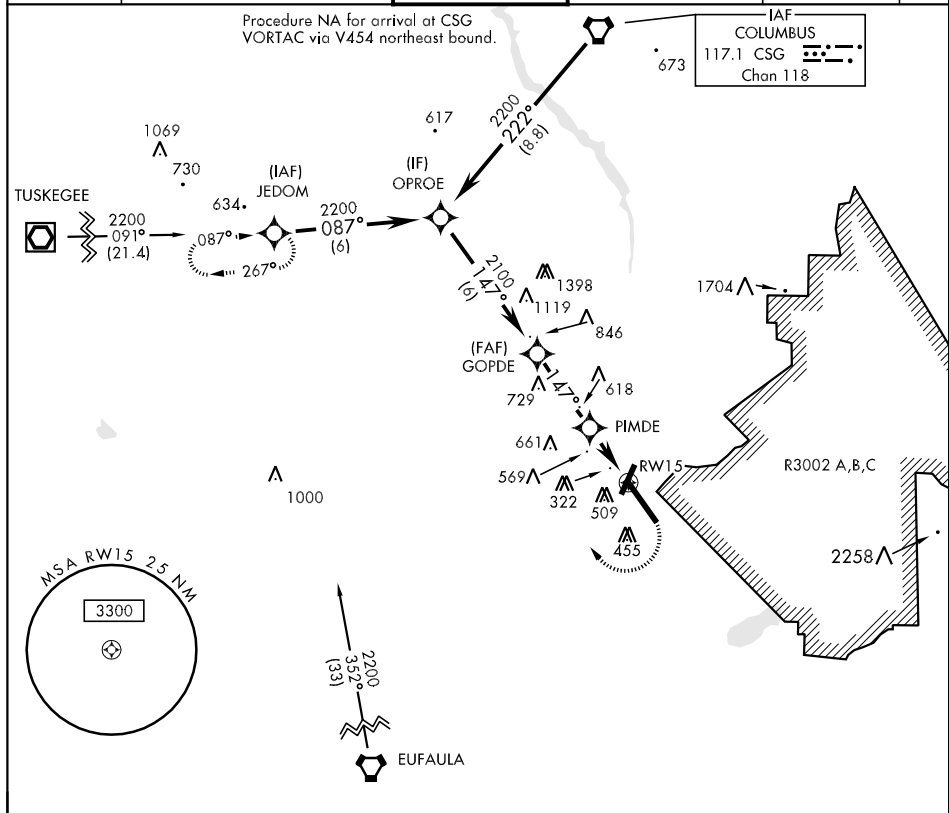
AL-146 [USA]

LAWSON AAF (KLSF)

▼ * Circling not authorized E of Rwy 15-33.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★ 134.375	ATLANTA APP CON 125.5 323.1 blw 7000 126.55 353.75 7000 and abv	LAWSON TOWER ★ 119.05 269.525	GND CON 121.7 254.25	CLNC DEL 121.7 251.15	ASR/ PAR
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APCH CRS	Rwy Idg	9300
327°	TDZE	226
	Arpt Elev	232

AL-146 [USA]

LAWSON AAF (KLSF)

▼ *When ALS inop, increase CAT D vis to 1½ miles.

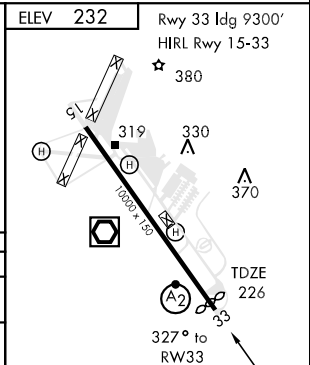
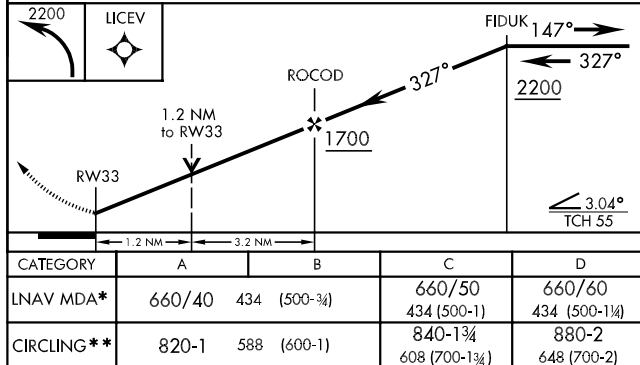
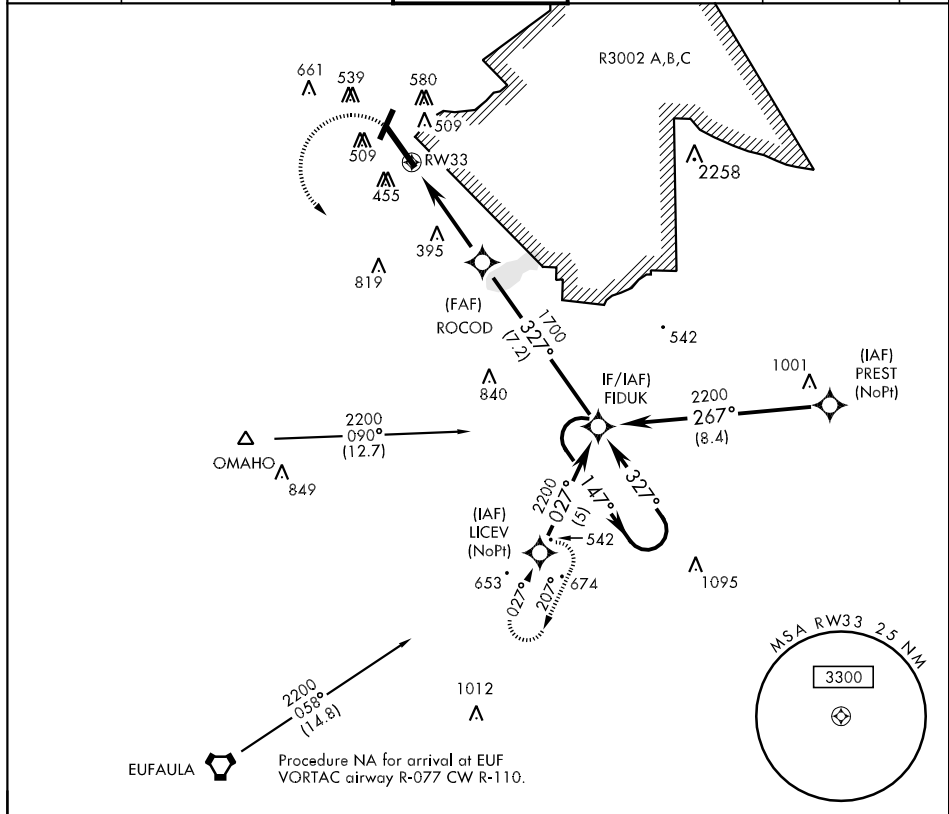
▲ **Circling not authorized E of Rwy 15-33.

DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing left turn to 2200 direct LICEV and hold.

ATIS ★	125.5 323.1	ATLANTA APP CON blw 7000 7000 and abv	LAWSON TOWER ★	119.05 269.525	GND CON	121.7 254.25	CLNC DEL	121.7 251.15	ASR/ PAR
134.375	126.55 353.75								



VOR/DME LSF 111.4 Chan 51	APCH CRS 028°	Rwy Idg TDZE Arpt Elev 232	N/A N/A
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AL-146 [USA]

LAWSON AAF (KLSF)

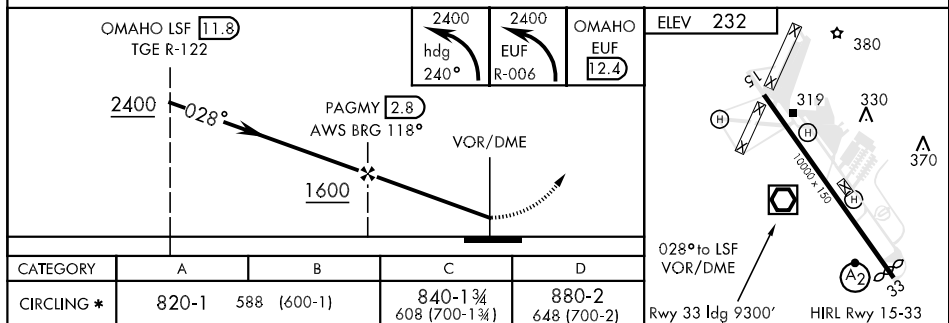
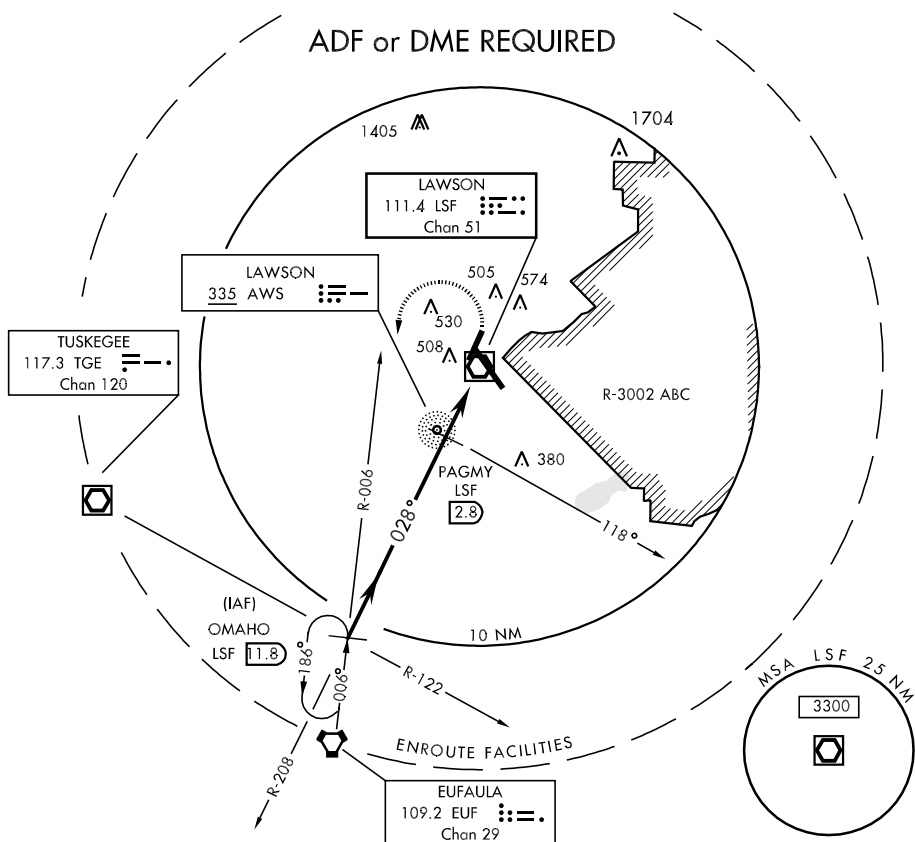
✴ Circling not authorized E of Rwy 15-33.

⚠ NA when tower closed.

MISSED APPROACH: Climbing left turn to 2400 via heading 240° and Euf VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS ★ 134.375	ATLANTA APP CON 125.5 323.1 blw 7000 126.55 353.75 7000 and abv	LAWSON TOWER ★ 119.05 269.525	GND CON 121.7 254.25	CLNC DEL 121.7 251.15	ASR/ PAR
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ADF or DME REQUIRED



VOR/DME LSF 111.4 Chan 51	APCH CRS 158°	Rwy Idg 10000 TDZE 226 Arpt Elev 232
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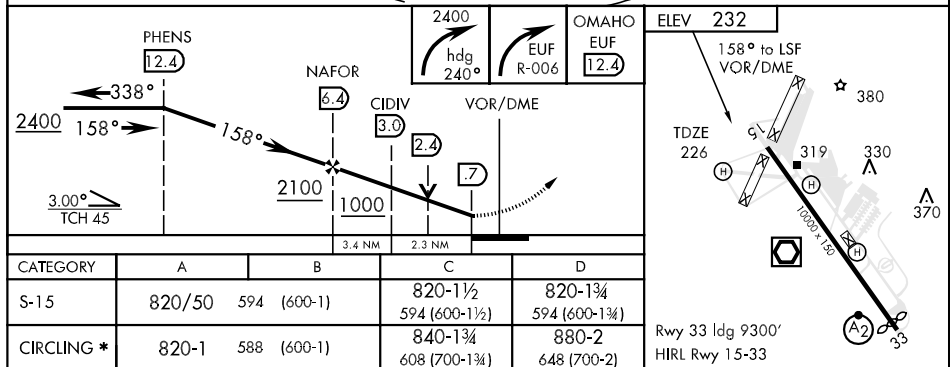
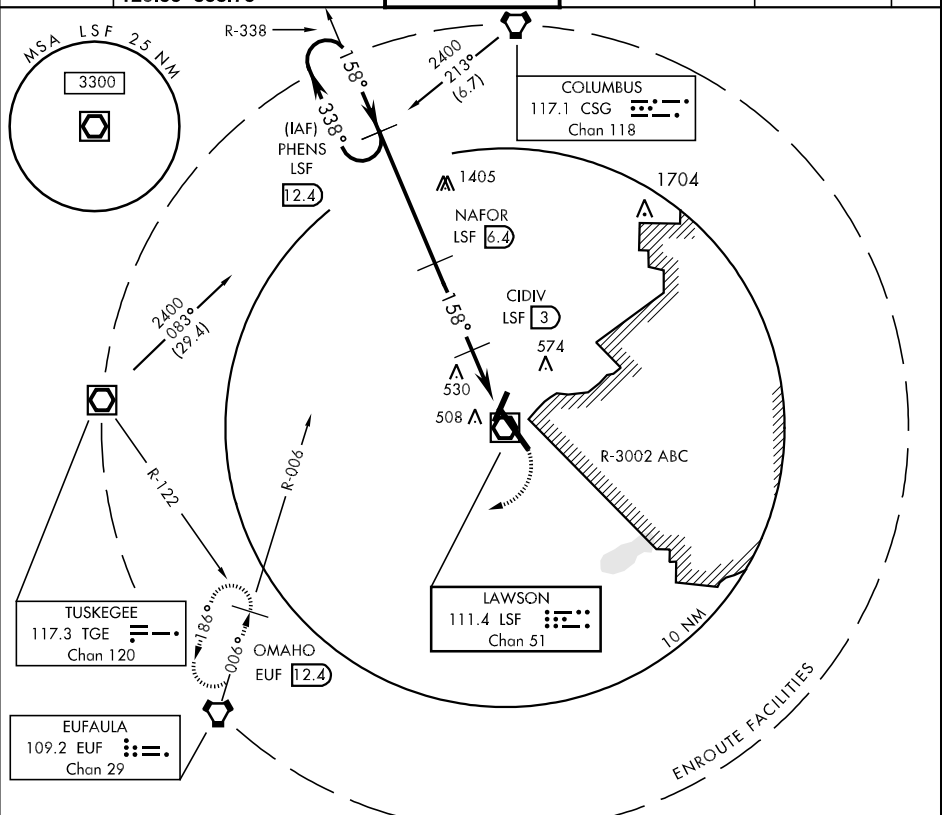
AL-146 [USA]

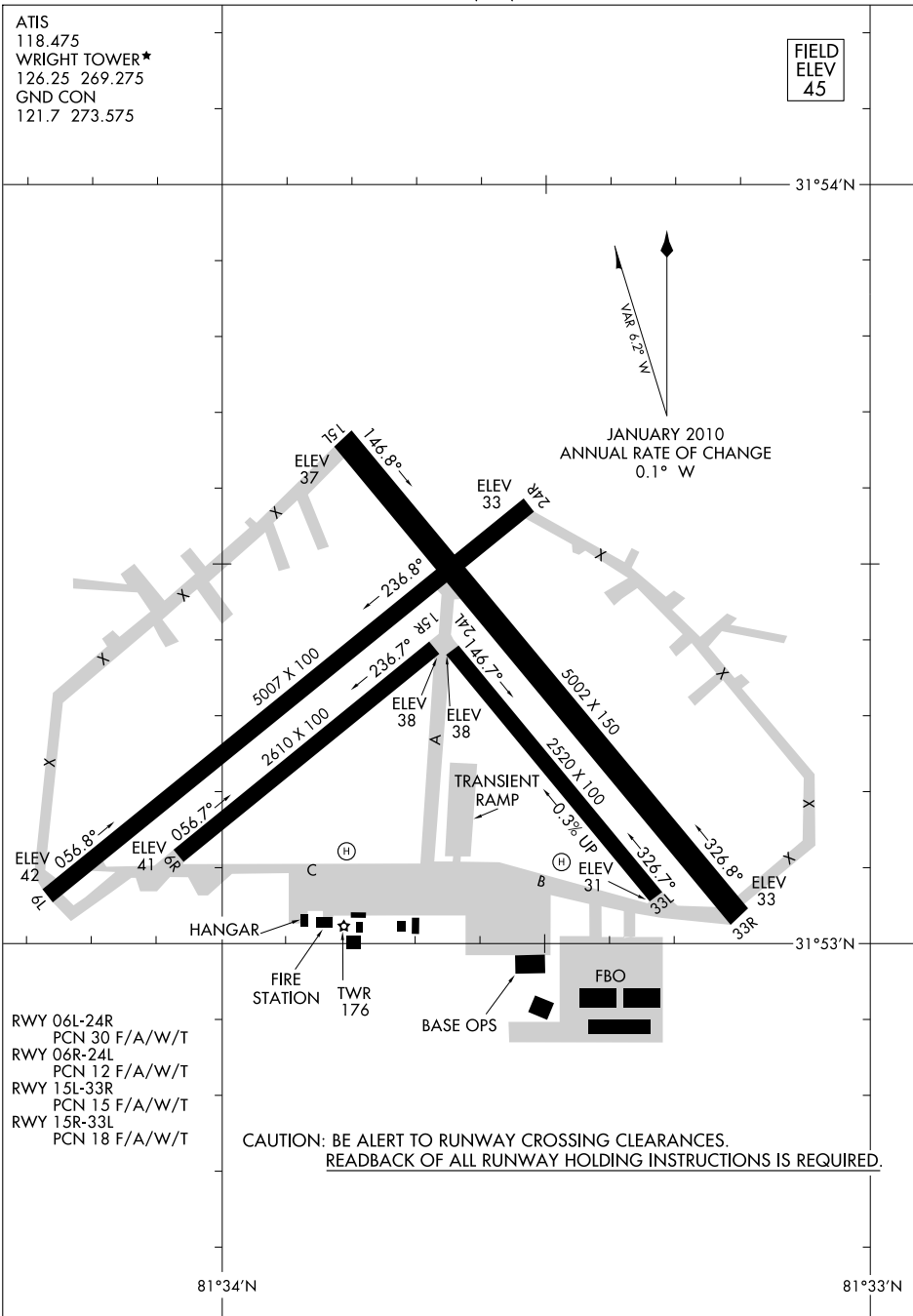
LAWSON AAF (KLSF)

▼ * Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★ 134.375	ATLANTA APP CON 125.5 323.1 blw 7000 126.55 353.75 7000 and abv	LAWSON TOWER ★ 119.05 269.525	GND CON 121.7 254.25	CLNC DEL 121.7 251.15	ASR/ PAR
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FOLKSTON

DAVIS FLD (3J6) 3 SW UTC-5(-4DT) N30°47.78' W82°01.69'

JACKSONVILLE

68 B TPA-1068(1000) NOTAM FILE MCN

RWY 18-36: H2500X50 (ASPH) S-12.5 MIRL

RWY 18: Trees. **RWY 36:** Thld dsplcd 650'. Trees.

AIRPORT REMARKS: Unattended. Lgtd 272' AGL twr 1000' W. Rwy 18-36 cracked badly, faded and grass in cracks.

MIRL Rwy 18-36 preset low ints dusk-0130Z†. After 0130Z† ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 122.9

FOOTHILLS N34°41.75' W83°17.86' NOTAM FILE AND.

ATLANTA

(H) **VORTAC** 113.4 ODF Chan 81 179° 6.1 NM to Toccoa RG Letourneau Fld. 1700/00E.

H-9B, 12G, L-25B

RCO 122.1R 113.4T (ANDERSON RADIO)

FORT BENNING (See LAWSON AAF)

FORT STEWART (HINESVILLE)

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW) (KLHW) CIV/MIL 3 NE

JACKSONVILLE

UTC-5(-4DT) N31°53.30' W81°33.70'

H-9B, 12F, L-24H

45 B **FUEL** 100LL, JET A TPA-See Remarks NOTAM FILE LHW

DIAP, AD

RWY 06L-24R: H5007X100 (ASPH) PCN 30 F/A/W/T HIRL

RWY 06L: PAPI(P4L)-GA 3.0° TCH 46'. Trees. Rgt tfc. **RWY 24R:** Trees.

RWY 15L-33R: H5002X150 (ASPH) PCN 15 F/A/W/T HIRL

RWY 15L: Trees. **RWY 33R:** ODALS. PAPI(P4L)-GA 3.0° TCH 65'. Trees.

RWY 06R-24L: H2610X100 (ASPH) PCN 12 F/A/W/T

RWY 06R: Trees. **RWY 24L:** Trees.

RWY 15R-33L: H2520X100 (ASPH) PCN 18 F/B/W/T 0.3% up NW

RWY 15R: Trees. **RWY 33L:** Trees.

MILITARY SERVICE: **FUEL** J8 avbl FBO, C912-877-4359 (NC 100LL) Mon-Fri 1300-0600Z†, except holidays, other times 24 hr PPR. Tran fuel PPR, ctc Base OPS DSN 475-3065/66.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z†, Sat-Sun 1300Z-2200Z† except holidays. Rwy 15R-33L and Rwy 06R-24L CLOSED to fixed wing acft. R3005 1.4 NM NW of afld. Extensive rotary wing training minimum lgt SS-SR. Skid run-on ldg rstd to Rwy 15R-33L, and Rwy 06R-24L. Deer and pig hazard. Ctc twr prior to entering Class D Airspace. Twy D and Twy E non-movement areas clsd to fixed wing takeoff and landing. Rotary wing use with prior approval. Antenna 5' high 300' from apch end Rwy 33R lgt. Lgtd antenna 120' 1/4 NM SW of afld. Expect high personnel/equipment activity between hangar and tran ramp. TPA-Rotary Wing 745(700), fixed wing 1545(1500). Fixed wing rgt tfc Rwy 06L, 33R. No overflight of cantonment area or city of Hinesville blo 1000' AGL. When twr and Marne radio both clsd ACTIVATE HIRL, PAPI, ODAL Rwy 33R, HIRL, PAPI Rwy 06L, Twy A, B, and C-CTAF.

MILITARY REMARKS: Opr Mon-Fri 1100-0300Z† except hol. **RSTD** All Mil PPR and Mil tran acft ctc Base OPS DSN 475-3066/65, C912-435-3065/66. Rotary wing acft pilots planning to conduct opr within R3005 must receive a range briefing prior to any opr. Briefing shall be accomplished at least 4 hrs prior to flt on the reservation. Aviators briefed in the last 6 months may receive a telephonic up-date briefing. Ctc, Hunter AAF OPS DSN 729-2523/6207, Mon-Fri 1200-0100Z†. **MISC** For range info monitor 239.025. Mooring/tie-down straps not avbl. Trees rstd visibility from NE thru SE and NW to 3/4 sm. Trees rstd visibility SW to 1/4 sm. No skid equipped acft permitted on black asph apron south of Twy B and Twy C. Auto AN/FMQ-19 ASOS in use located 1000' south of midfield Rwy 06L augmented during airfield opr hrs for tornado, funnel cloud, waterspout, hail or ATC/wx personnel suspect unreliable obsn. ASOS obsn avbl 24 hrs at DSN 475-3087, C912-435-3087. KSVN forcaster avbl Mon 0300Z†-Sat 0300Z† exc holidays. DSN 729-5467, C912-315-5467 or 26 OWS 24 hrs DSN 781-1220, C318-456-1220.

COMMUNICATIONS: CTAF 126.25 ATIS 118.475 PTD 276.025

MARNE RADIO 127.35 279.625 41.3 (Mon 1230Z†-Fri 0400Z†, Sat-Sun 1230-0400Z†, exc holidays)

Ⓡ **SAVANNAH APP/DEP CON** 120.4 353.775 (1100-0500Z†), other times ctc

Ⓡ **JAX CENTER APP/DEP CON** 120.85 322.5

TOWER 126.25 269.275 (Mon-Fri 1230-0400Z†, except holidays) **GND CON** 121.7 273.575

BASE OPS 38.7 Opr Mon-Fri 1100-0300Z†, except holidays **RANGE RADIO** 239.025 **FLT FLW** 127.35 279.625 41.3

AIRSPACE: CLASS D svc Mon-Fri 1230-0400Z†, except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SVN.

HUNTER (T) VOR/DME 111.6 SVN Chan 53 N32°00.72' W81°08.45' 253° 22.7 NM to fld. 40/2W

DME unusable:

195°-200° blo 1,800'

201°-225° blo 1,800'

MCINTOSH NDB (MHW) 263 MOQ N31°49.83' W81°30.59' 327° 4.4 NM to fld. NOTAM FILE MCN.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Twr will open for JOSAC missions. DSN 870-3010/2133. When Base OPS clsd, ctc Hunter Base OPS DSN 729-5110. See FLIP AP/1 Flt Hazards and Supplementary Arpt Remark. When twr CLOSED monitor CTAF 126.25 alternate 269.275.

NDB MOQ	APP CRS	Rwy Idg	5002
263	329°	TDZE	40
		Apt Elev	46

NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

Inoperative table does not apply to ODALS Rwy 33R.
 Circling NA east of Rwy 15L/33R.
 Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Savannah
 altimeter setting and increase all MDA 60 feet, S-33R Cat.
 C/D visibility $\frac{1}{4}$ mile, and Circling Cat. C visibility $\frac{1}{4}$ mile.
 NA when R3005C/D or R3007C is active and LHW tower is closed.

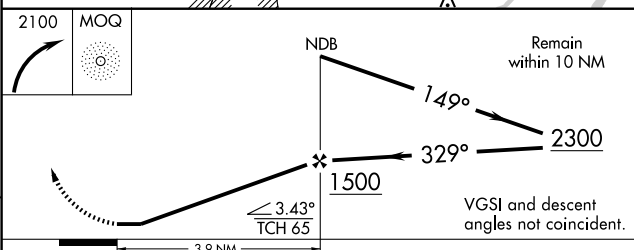
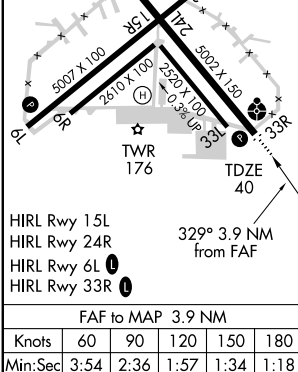
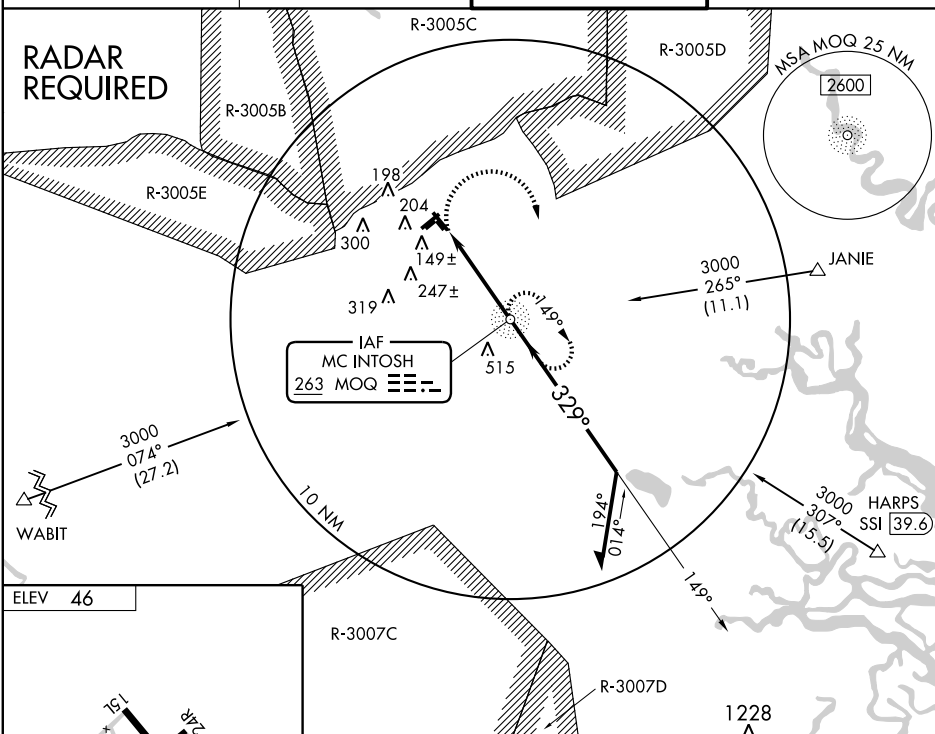
ODALS



MISSED APPROACH: Climbing right turn
 to 2100 direct MOQ NDB and hold,
 continue climb in hold to 2100.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) 0 269.275	121.7 273.575

RADAR REQUIRED



CATEGORY	A	B	C	D
S-33R	500-1 460 (500-1)		500-1 $\frac{1}{4}$ 460 (500-1 $\frac{1}{4}$)	500-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$)
CIRCLING	560-1 514 (600-1)		600-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	600-2 554 (600-2)

APP CRS	Rwy Idg	5007
055°	TDZE	45
	Apt Elev	46

RNAV (GPS) RWY 6L

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)



DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility $\frac{1}{4}$ mile, and Circling Cat. C visibility $\frac{1}{4}$ mile.

Circling NA northeast of Rwy 15L/33R.

VDP NA using Savannah altimeter setting.

NA when R3005C/D or R3007C is active and LHW tower is closed.

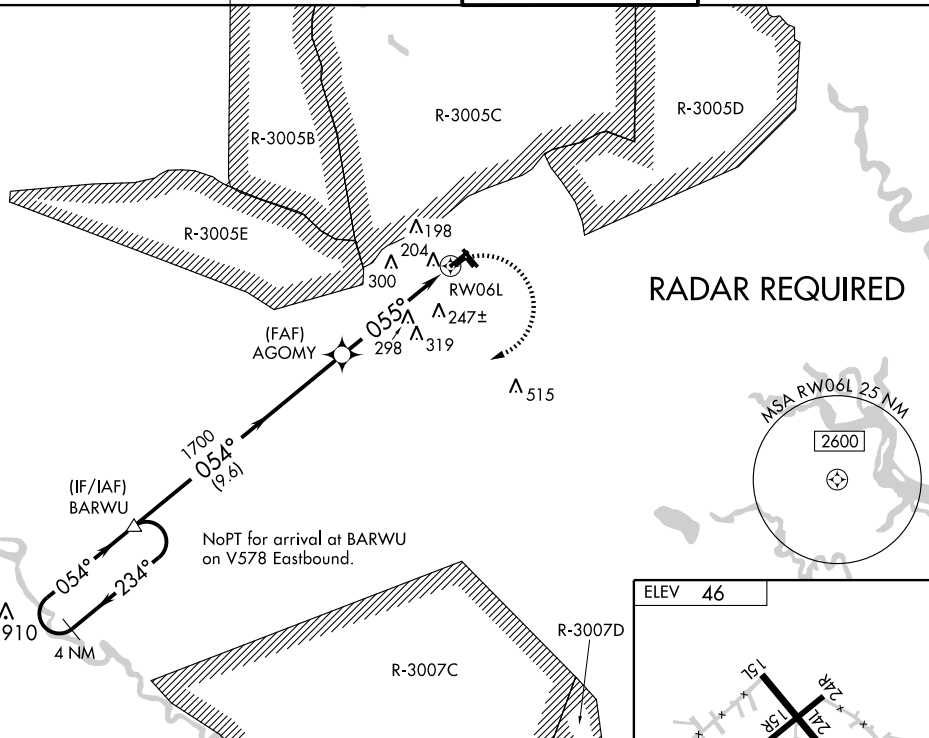
MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★
118.475 239.025

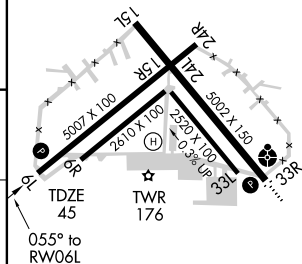
SAVANNAH APP CON ★
120.4 353.775

WRIGHT TOWER ★
126.25 (CTAF) 0 269.275

GND CON
121.7 273.575

**RADAR REQUIRED**

ELEV 46

4 NM
Holding Pattern

BARWU

3000

234°

054°

054°

AGOMY

3.04°

TCH 46

1700

055°

1.6 NM to RWY 6L

RWY 6L

9.6 NM

3.4 NM

1.6 NM

CATEGORY

A

B

C

D

LNAV MDA

600-1

555 (600-1)

600-1½

555 (600-1½)

600-1¾

555 (600-1¾)

CIRCLING

600-1

554 (600-1)

600-1½

554 (600-1½)

600-2

554 (600-2)

HIRL Rwy 15L

HIRL Rwy 24R

HIRL Rwy 6L 0

HIRL Rwy 33R 0

APP CRS **325°**
 Rwy Idg **5002**
 TDZE **40**
 Apt Elev **46**

RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)



Inoperative table does not apply to ODALS Rwy 33R.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Savannah
 altimeter setting and increase all MDA 60 feet and Circling
 Cat. C visibility ¼ mile.
 Circling NA northeast of Rwy 15L/33R.
 NA when R3005C/D is active and LHW tower is closed.

ODALS



MISSED APPROACH: Climbing right
 turn to 4000 direct HARPS and hold.

ATIS ★

118.475 239.025

SAVANNAH APP CON ★

120.4 353.775

WRIGHT TOWER ★

126.25 (CTAF) 0 269.275

GND CON

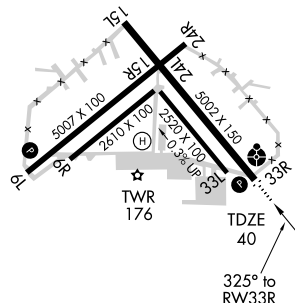
121.7 273.575

RADAR REQUIRED

MSA RW33R 25 NM

2600

ELEV 46



HIRL Rwy 15L
 HIRL Rwy 24R
 HIRL Rwy 6L
 HIRL Rwy 33R

R-3007C

R-3007D

1228



RW33R

BAARD

325°

2000

4.7 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1	514 (600-1)	600-1½ 554 (600-1½)	600-2 554 (600-2)

FRANKLIN CO (See CANON)

FULTON CO ARPT-BROWN FLD (See ATLANTA)

GAINESVILLE N34°16.76' W83°49.49'

RCO 122.55 (MACON RADIO) at Lee Gilmer Meml.

ATLANTA

L-18J

GAINESVILLE

LEE GILMER MEML (GVL) 0 S UTC-5(-4DT) N34°16.36' W83°49.81'

1276 B S3 FUEL 100LL, JET A1+ OX 1 NOTAM FILE GVL

RWY 05-23: H5500X100 (ASPH-GRVD) S-20 HIRL 0.8% up SW

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 30'. Thld dspcd 400'. Trees.

RWY 11-29: H4001X100 (ASPH) S-20 0.3% up NW

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended dailgt hours. 24 hr self svc fuel with credit card. Deer on and invof all rws. ACTIVATE HIRL Rwy 05-23 and REIL Rwy 05—CTAF.

WEATHER DATA SOURCES: ASOS 126.475 (770) 532-4687.

COMMUNICATIONS: CTAF/UNICOM 123.075

GAINESVILLE RCO 122.55 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

CLNC DEL 134.8 (0500-1115Z‡)

GCO 121.725 (ATLANTA APP/DEP)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 308° 31.8 NM to fld. 790/00E. HIWAS.

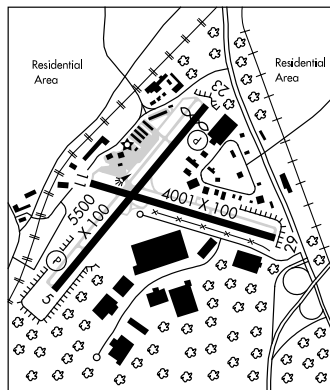
FLOWERY BRANCH NDB (MHW) 365 FKV N34°12.20' W83°54.38'

045° 5.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.55 I-GVL Chan 42(Y) Rwy 05. ILS unmonitored.

LOC unusable byd 25° left of course. GS unusable 4° left of course.

COMM/NAV/WEATHER REMARKS: Clnc del provided by Gainesville RCO on frequency 122.55 (1115-0500Z‡)



GILMER CO (See ELLIJAY)

GREENE CO RGNL (See GREENSBORO)

GREENSBORO

GREENE CO RGNL (3J7) 3 NE UTC-5(-4DT) N33°35.88' W83°08.30'

677 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 07-25: H5500X75 (ASPH) S-33, D-50, 2D-80 MIRL

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 100'. Trees.

RWY 25: PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z‡. Self fuel with credit card avbl 24 hrs, call 706-453-2715. Fuel svc avbl 1300-2200Z‡. PAPI Rwy 07 and Rwy 25 opr continuously and MIRL Rwy 07-25 preset medium ints dusk-dawn, to increase ints or ACTIVATE MIRL Rwy 07-25—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.525 (706) 453-0017. Wind unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

GCO 121.725 (MACON RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

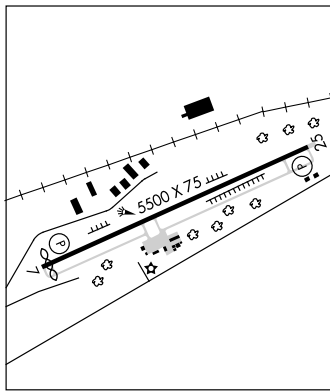
W83°19.49' 156° 22.9 NM to fld. 790/00E. HIWAS.

JUNNE NDB (MHW/LOM) 353 VV N33°38.77' W83°01.25' 249°

6.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.9 I-VVM Chan 46 Rwy 25. LOC only. LOM

JUNNE NDB. LOC unusable inside 1.4 DME/0.5 NM from thld. LOC/DME unmonitored 2300-1300Z‡.



ATLANTA

H-9B, 12G, L-18J

IAP

NDB FKV	APP CRS	Rwy Idg	5500
<u>365</u>	045°	TDZE	1276
		Apt Elev	1276

NDB RWY 5

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

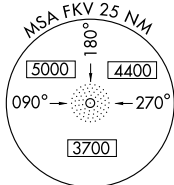
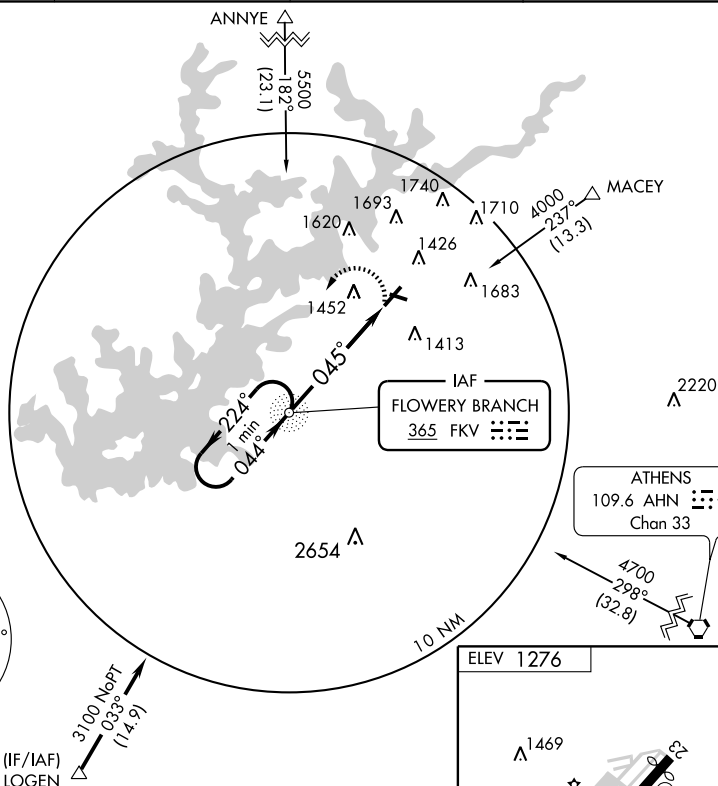
T If local altimeter setting not received, use Jefferson
A altimeter setting and increase all MDAs 80 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct FKV NDB and hold.

ASOS
126.475

ATLANTA APP CON★
132.475 291.1

GCO
121.725

UNICOM
123.075 (CTAF) 



One Minute Holding Pattern

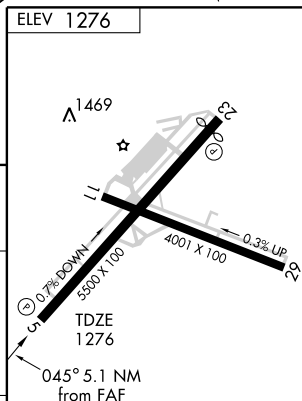
NDB

$$\frac{3100}{044^\circ} \leftarrow 224^\circ$$

VGSI and descent angles not coincident.

$$\frac{3.31^\circ}{\text{TCL 20}}$$

3100	FK
	
	36



REIL Rwy 5 L

HIRL Rwy 5-23 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

GAINESVILLE, GEORGIA

Amdt 5 10042

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

34°16'N-83°50'W

NDB RWY 5

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 42605 W05A	APP CRS 044°	Rwy Idg TDZE Apt Elev	5500 1276 1276
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RNAV (GPS) RWY 5

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibilities ¼ mile, LNAV Cat D visibility ½ mile and Circling Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

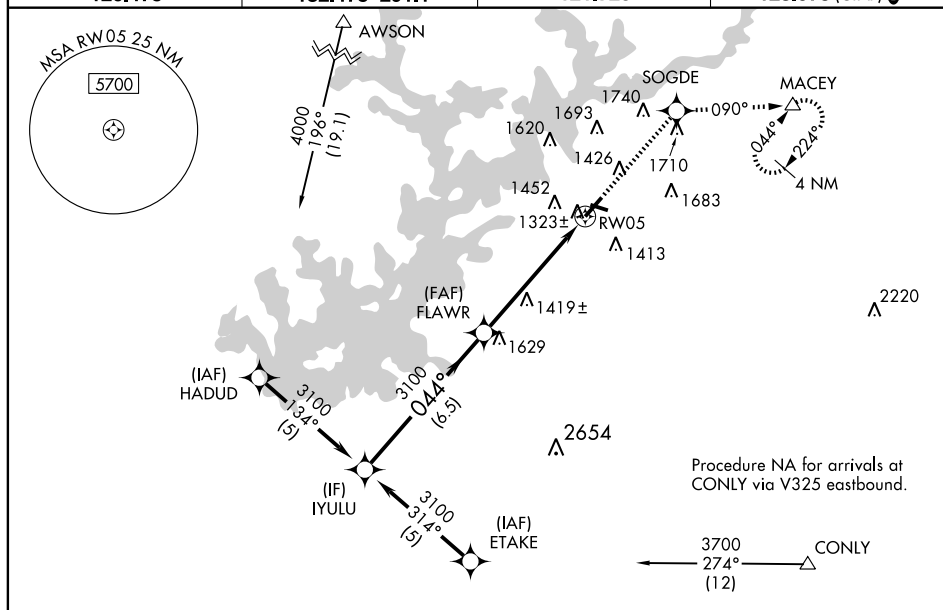
MISSED APPROACH: Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS
126.475

ATLANTA APP CON★
132.475 291.1

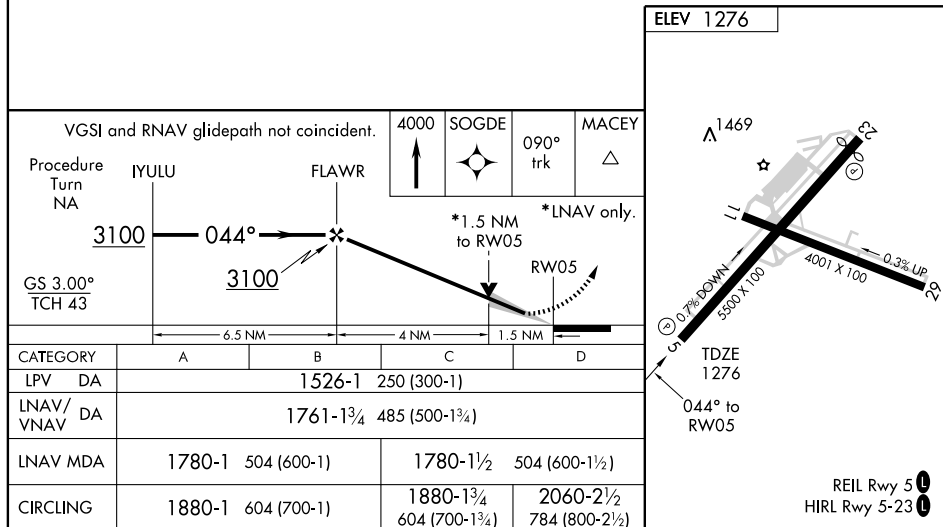
GCO
121.725

UNICOM
123.075 (CTAF) ①



Procedure NA for arrivals at
ONLY via V325 eastbound.

3700
274°
(12) CONLY



WAAS CH 77605 W23A	APP CRS 224°	Rwy Idg TDZE Apt Elev	5100 1272 1276
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RNAV (GPS) RWY 23

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

⚠ LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ½ mile and Circling Cats C and D ¾ mile.

MISSED APPROACH: Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS
126.475

ATLANTA APP CON★
132.475 291.1

GCO
121.725

UNICOM
123.075 (CTAF) 0

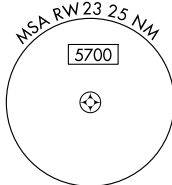
Procedure NA for arrivals at ANNYY via V463 northbound and V415 westbound.

ANNYY

5000
134°
(10.4)
2585

(IAF) JATOX

(IF) DUBNE



(IAF) FEGTA

(FAF) BUYAC

1693 1740 1710

1426 1532 1683

1620 1440 1452

1413

LAGME 3.1 NM to RW23

LNNAV/VNAV: Fly visual to airport, 224° - 1.9 NM.

ZADIT

200°

2220

IRMOS

3800
(11.8)

Procedure NA for arrivals at IRMOS via V5-51-267-417 southbound.

224° to RW23

TDZE 1272

0.7% DOWN 5500 X 100

0.3% UP 4001 X 100

REIL Rwy 5 L

HIRL Rwy 5-23 L

4000

ZADIT

200° trk

WOMAC

VGSI and RNAV glidepath not coincident.

DUBNE

3500

Procedure Turn NA

GS 3.00°

TCH 40

3.1 NM

2.2 NM

6.1 NM

CATEGORY

A

B

C

D

LPV DA

1720-1¾ 448 (500-1¾)

LNNAV/VNAV DA

1882-2 610 (700-2)

LNNAV MDA

1840-1 568 (600-1)

1840-1½ 568 (600-1½)

1840-1¾ 568 (600-1¾)

1880-1¾ 2060-2½

604 (700-1¾)

784 (800-2½)

CIRCLING

1880-1 604 (700-1)

FRANKLIN CO (See CANON)

FULTON CO ARPT-BROWN FLD (See ATLANTA)

GAINESVILLE N34°16.76' W83°49.49'

RCO 122.55 (MACON RADIO) at Lee Gilmer Meml.

ATLANTA

L-18J

GAINESVILLE

LEE GILMER MEML (GVL) 0 S UTC-5(-4DT) N34°16.36' W83°49.81'

1276 B S3 FUEL 100LL, JET A1+ OX 1 NOTAM FILE GVL

RWY 05-23: H5500X100 (ASPH-GRVD) S-20 HIRL 0.8% up SW

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 30'. Thld dspcd 400'. Trees.

RWY 11-29: H4001X100 (ASPH) S-20 0.3% up NW

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended dailgt hours. 24 hr self svc fuel with credit card. Deer on and invof all rwys. ACTIVATE HIRL Rwy 05-23 and REIL Rwy 05—CTAF.

WEATHER DATA SOURCES: ASOS 126.475 (770) 532-4687.

COMMUNICATIONS: CTAF/UNICOM 123.075

GAINESVILLE RCO 122.55 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

CLNC DEL 134.8 (0500-1115Z‡)

GCO 121.725 (ATLANTA APP/DEP)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 308° 31.8 NM to fld. 790/00E. HIWAS.

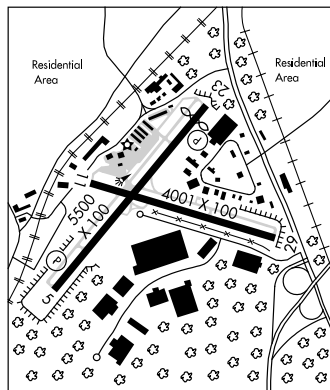
FLOWERY BRANCH NDB (MHW) 365 FKV N34°12.20' W83°54.38'

045° 5.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.55 I-GVL Chan 42(Y) Rwy 05. ILS unmonitored.

LOC unusable byd 25° left of course. GS unusable 4° left of course.

COMM/NAV/WEATHER REMARKS: Clnc del provided by Gainesville RCO on frequency 122.55 (1115-0500Z‡)



GILMER CO (See ELLIJAY)

GREENE CO RGNL (See GREENSBORO)

GREENSBORO

GREENE CO RGNL (3J7) 3 NE UTC-5(-4DT) N33°35.88' W83°08.30'

677 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 07-25: H5500X75 (ASPH) S-33, D-50, 2D-80 MIRL

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 100'. Trees.

RWY 25: PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z‡. Self fuel with credit card avbl 24 hrs, call 706-453-2715. Fuel svc avbl 1300-2200Z‡. PAPI Rwy 07 and Rwy 25 opr continuously and MIRL Rwy 07-25 preset medium ints dusk-dawn, to increase ints or ACTIVATE MIRL Rwy 07-25—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.525 (706) 453-0017. Wind unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

GCO 121.725 (MACON RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

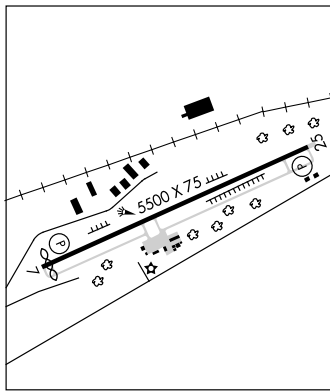
W83°19.49' 156° 22.9 NM to fld. 790/00E. HIWAS.

JUNNE NDB (MHW/LOM) 353 VV N33°38.77' W83°01.25' 249°

6.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.9 I-VVM Chan 46 Rwy 25. LOC only. LOM

JUNNE NDB. LOC unusable inside 1.4 DME/0.5 NM from thld. LOC/DME unmonitored 2300-1300Z‡.



ATLANTA

H-9B, 12G, L-18J

IAP

LOC/DME I-VVM
110.9
Chan **46**

APP CRS
249°

Rwy Idg **5500**
TDZE **689**
Apt Elev **689**

LOC RWY 25

GREENSBORO/GREENE COUNTY RGNL (3J7)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet and increase S-25 Cat D visibility and Circling Cat C visibility ¼ mile. Localizer unusable ½ mile inbound.

MISSED APPROACH: Climbing right turn to 2700 direct VVM NDB and hold.

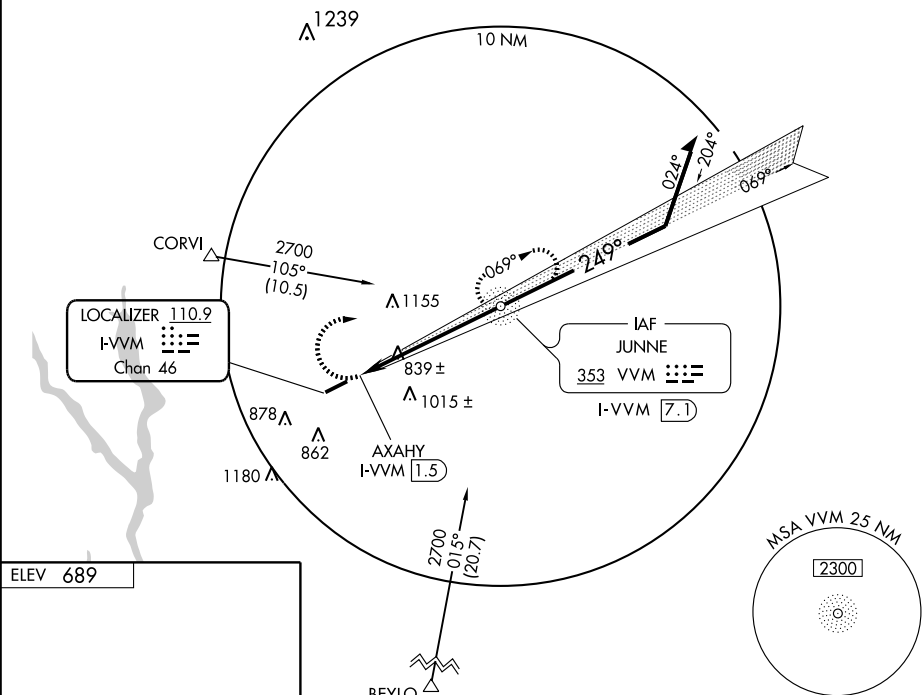
AWOS-3
124.525

ATLANTA APP CON ★
127.5 316.05

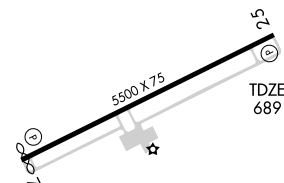
GCO
121.725

UNICOM
122.8(CTAF) 0

ADF REQUIRED

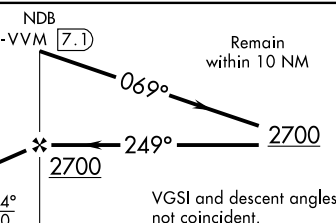
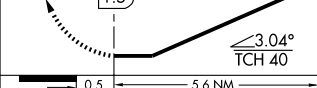
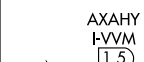
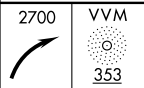


ELEV **689**



MIRL Rwy 7-25 0

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-25	1100-1 411 (500-1)	1100-1½ 411 (500-1½)		
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551 (600-2)

APP CRS **069°**
Rwy Idg **5400**
TDZE **678**
Apt Elev **689**

RNAV (GPS) RWY 7
GREENSBORO/ GREENE COUNTY RGNL (3J7)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

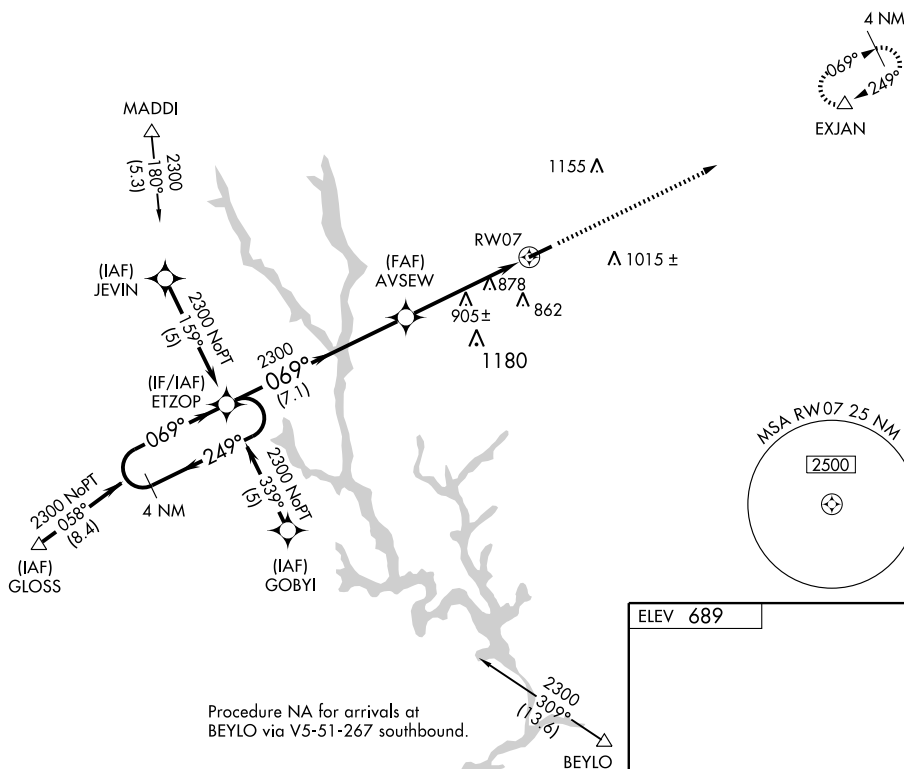
MISSED APPROACH: Climb to 2300 direct EXJAN and hold.

AWOS-3
124.525

ATLANTA APP CON ★
127.5 316.05

GCO
121.725

UNICOM
122.8(CTAF) **0**



4 NM
Holding Pattern

2300 ← 249°
069° → 2300

ETZOP AVSEW

2300
↑
EXJAN
△

3.04' ≥
TCH 34

RW07

TDZE 678
5500 X 75
069° to RW07

CATEGORY	A	B	C	D
LNAV MDA	1160-1 482 (500-1)	482 (500-1)	1160-1½ 482 (500-1½)	1160-1½ 482 (500-1½)
CIRCLING	1220-1 531 (600-1)	531 (600-1)	1220-1½ 531 (600-1½)	1240-2 551 (600-2)

MIRL Rwy 7-25 **0**

WAAS CH 70616 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	5500 689 689
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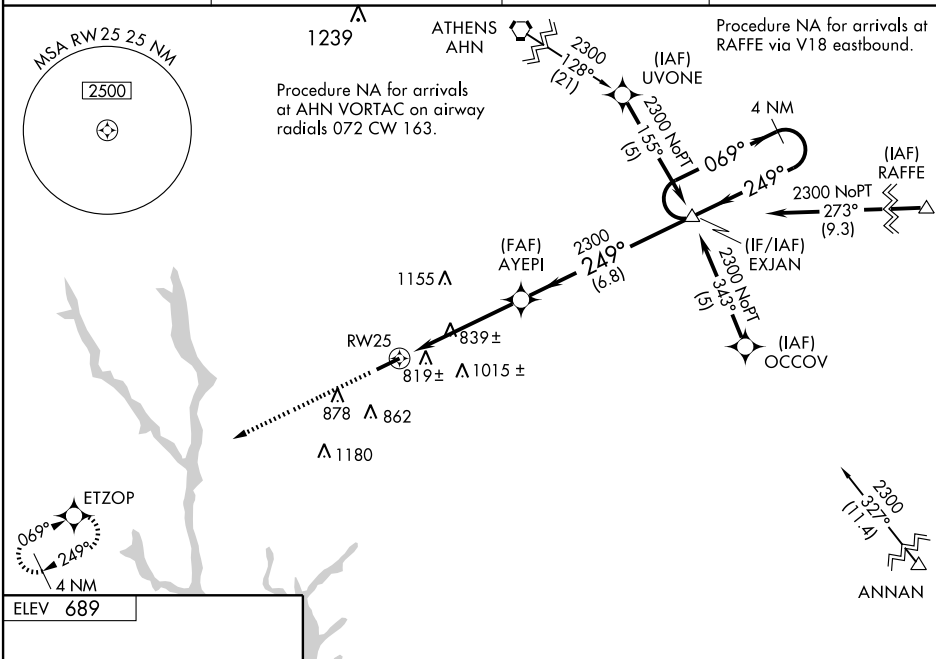
RNAV (GPS) RWY 25

GREENSBORO/ GREENE COUNTY RGNL (3J7)

⚠ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct ETZOP and hold.

AWOS-3 124.525	ATLANTA APP CON ★ 127.5 316.05	GCO 121.725	UNICOM 122.8 (CTAF) ①
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	2300 ↑ ETZOP	AYEPI	EXJAN	4 NM Holding Pattern
	VGSI and RNAV glidepath not coincident.	AYEPI	EXJAN	4 NM Holding Pattern
RW25				
4.9 NM				
6.8 NM				
CATEGORY	A	B	C	D
LPV DA	978-1 289 (300-1)			
LNAV/VNAV DA	1123-1 ½ 434 (500-1 ½)			
LNAV MDA	1100-1	411 (500-1)	1100-1 ¼	411 (500-1 ¼)
CIRCLING	1220-1	531 (600-1)	1220-1 ½ 531 (600-1 ½)	1240-2 551 (600-2)

VORTAC AHN
109.6
Chan **33**

APP CRS
156°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
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93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
689

VOR/DME-B
GREENSBORO/GREENE COUNTY RGNL (3J7)

T	Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.
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MISSED APPROACH: Climbing left turn to 2300 via
AHN VORTAC R-156 to URTAY/AHN 12 DME and hold.

AWOS-3
124.525

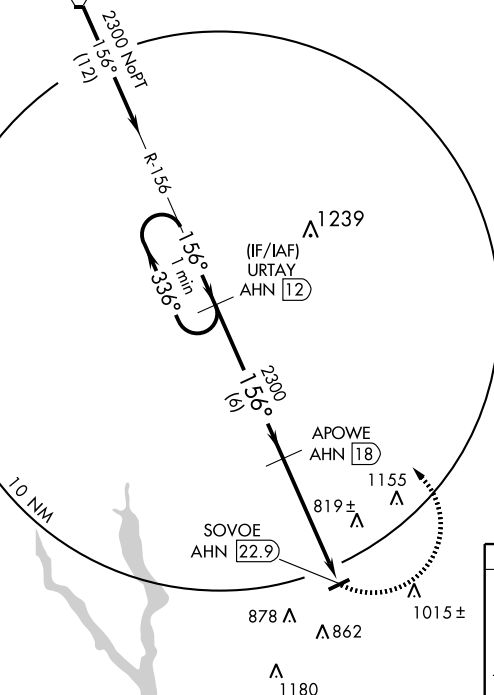
ATLANTA APP CON ★
127.5 316.05

GCO
121.725

UNICOM
122.8 (CTAF) **L**

IAF
ATHENS
109.6 AHN 
Chan 33

Procedure NA for arrivals on
AHN VORTAC airway radials
104 CW 195.



One Minute Holding Pattern

URTAY
AHN 12

APOWE
AHN 18

2300

URTAY
AHN 12

2300



2300

- 15

SOV

CATEGORY

CIRCLING

A
1220-1

B
1220-1¼

C
1220-1½

D
1240-2

MIRL Rwy 7-25 **L**

GRIFFIN-SPALDING CO (6A2) 1 S UTC-5(-4DT) N33°13.62' W84°16.50'

ATLANTA

958 B S4 FUEL 100LL, JET A TPA-1800(842) NOTAM FILE MCN

L-18J, A

RWY 14-32: H3701X75 (ASPH) S-26, D-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. Thld displcd 200'. Trees.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld displcd 200'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1400-2000Z, Sat-Sun

1300-2300Z. 24 hr self-service fuel avbl. MIRL Rwy 14-32 and

PAPI Rwy 32 preset low ints dusk-dawn, to incr ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.75 (770) 227-3934.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

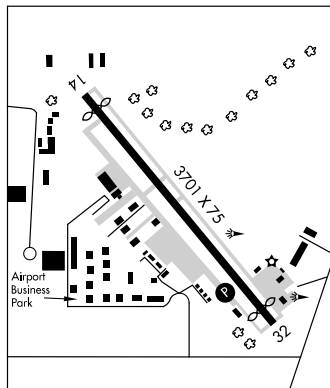
RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 162° 25.4 NM to fld. 1000/00E.

GRIFFIN NDB (MHW) 412 JHH N33°11.06' W84°13.66'

321° 3.5 NM to fld. NOTAM FILE MCN.



GWINNETT CO-BRISCOE FLD (See LAWRENCEVILLE)

GWNET N34°01.20' W83°51.77' NOTAM FILE LZU.

ATLANTA

NDB (LOM) 419 TX 245° 5.6 NM to Gwinnett Co-Brisco Fld.

L-18J, A

HABERSHAM CO (See CORNELIA)

HAMPTON

CLAYTON CO-TARA FLD (4A7) 3 W UTC-5(-4DT) N33°23.35' W84°19.94'

ATLANTA

874 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-18J, A

RWY 06-24: H4503X75 (ASPH) S-30, D-45 MIRL 0.5% up NE

IAP

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.45° TCH 65'.

AIRPORT REMARKS: Attended 1230-2230Z. Deer on and invof arpt.

Acrobatic training and demonstration area SW of arpt. Fuel 24 hr

self serve with credit card. Fuel call out avbl. Aircraft overnight

parking fee. Acft parking fee required on major race days. MIRL

ops dusk-dawn only. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and

Rwy 24 and REIL Rwy 06—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.825 (770) 707-1719.

COMMUNICATIONS: CTAF/UNICOM 122.725

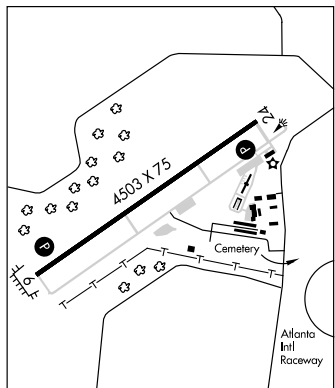
Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 160° 15.3 NM to fld. 1000/00E.



HARRIS N34°56.58' W83°54.94' NOTAM FILE MCN.

ATLANTA

(L) VORTACW 109.8 HRS Chan 35 217° 6.6 NM to Blairsville. 3660/00E. HIWAS.

H-9B, 12G, L-25B

RCO 122.35 (MACON RADIO)

HARRIS CO (See PINE MOUNTAIN)

HARTSFIELD-JACKSON ATLANTA INTL (See ATLANTA)

(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

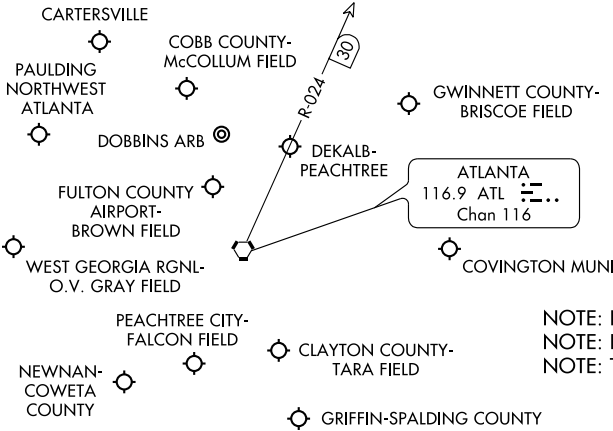
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

ELECTRIC CITY
108.6 ELW
Chan 23



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

APP CRS 141°	Rwy Idg 3501
	TDZE 958
	Apt Elev 958

GPS RWY 14

GRIFFIN-SPALDING COUNTY (6A2)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
direct LUFEV WP and hold.

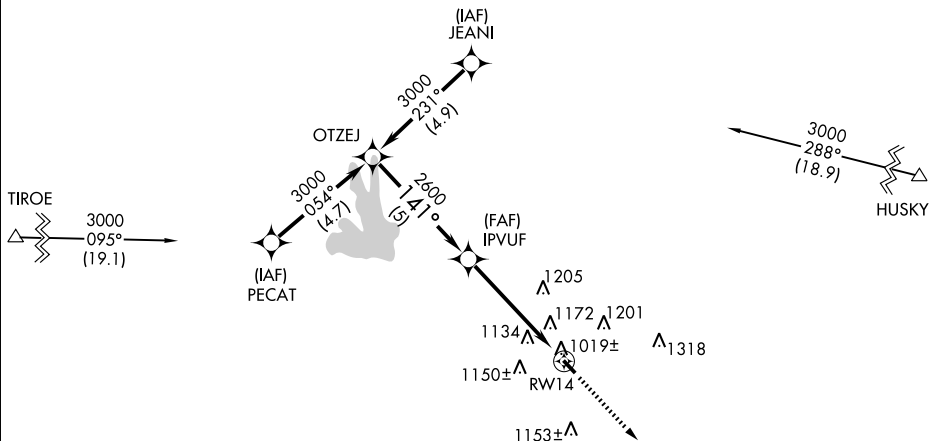
AWOS-3
119.750

ATLANTA APP CON
128.575

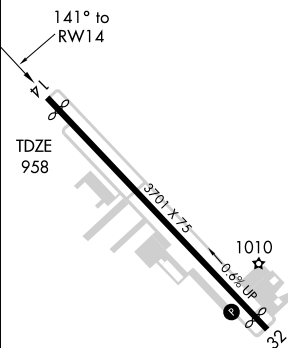
CLNC DEL
128.575 381.65

UNICOM
123.075 (CTAF) 0

△ 1465



ELEV 958

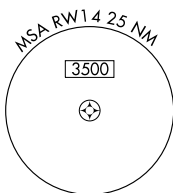


REIL Rwy 14 and 32

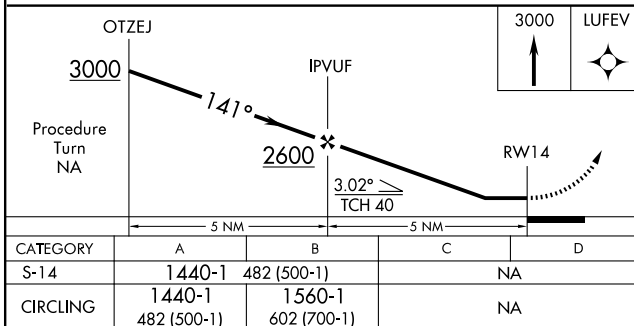
MIRL Rwy 14-32 0

GRIFFIN, GEORGIA

Orig-B 21OCT10



LUFEV



GRIFFIN-SPALDING COUNTY (6A2)

GPS RWY 14

33°14'N-84°16'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **321°**
 Rwy Idg **3501**
 TDZE **954**
 Apt Elev **958**

GPS RWY 32

GRIFFIN-SPALDING COUNTY (6A2)

V NA
A NA
 Visibility reduction by helicopters NA.

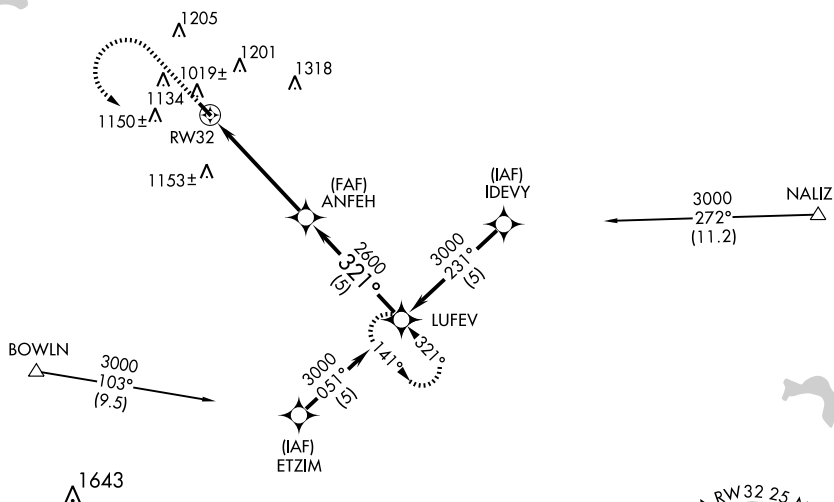
MISSED APPROACH: Climb to 1500 then climbing
 left turn to 3000 direct LUFEV WP and hold.

AWOS-3
119.750

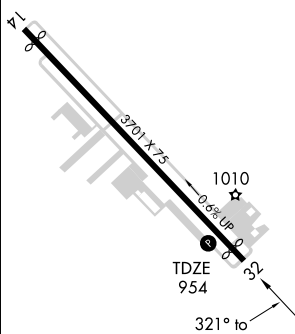
ATLANTA APP CON
128.575

CLNC DEL
128.575 381.65

UNICOM
123.075 (CTAF) 0

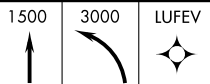


ELEV 958

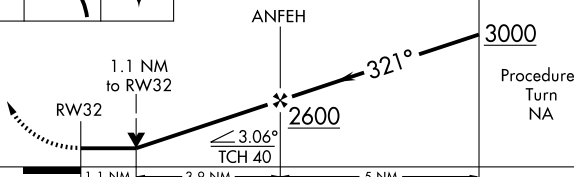


REIL Rwy 14 and 32
 MRL Rwy 14-32 0

GRIFFIN, GEORGIA
 Orig-B 21OCT10



VGS and descent
 angles not coincident.



CATEGORY	A	B	C	D
S-32	1300-1	346 (400-1)	NA	NA
CIRCUING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	NA

GRIFFIN-SPALDING COUNTY (6A2)

33°14'N-84°16'W

GPS RWY 32

NDB JHH 412	APP CRS 321°	Rwy ldg TDZE Apt Elev	3501 956 958
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NDB RWY 32

GRIFFIN-SPALDING COUNTY (6A2)



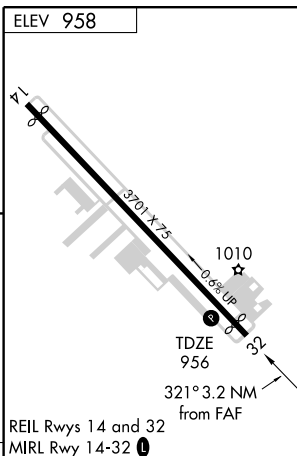
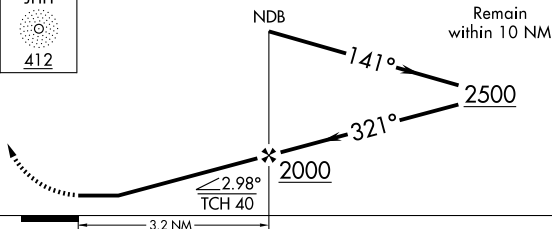
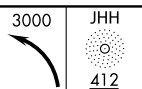
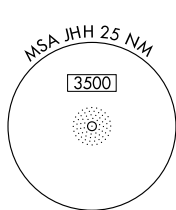
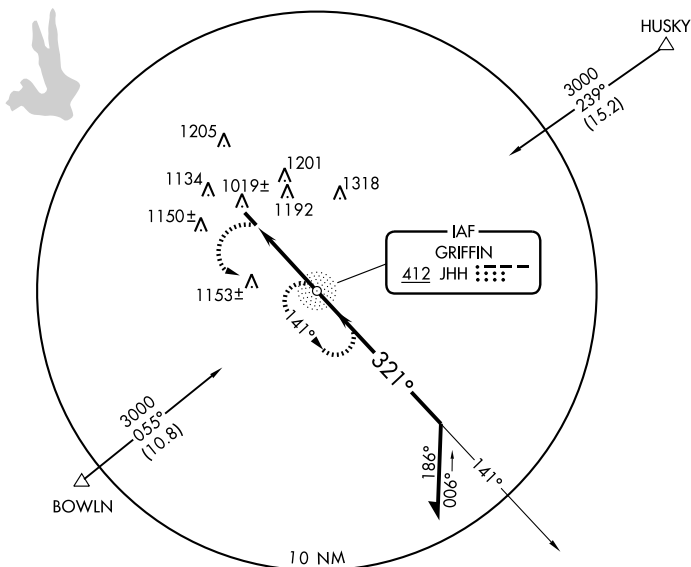
MISSED APPROACH: Climbing left turn
to 3000 direct JHH NDB and hold.

AWOS-3
119.750

ATLANTA APP CON
128.575

CLNC DEL
128.575 381.65

UNICOM
123.075 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 3.2 NM					
S-32	1560-1	604 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	1560-1	602 (700-1)	NA		Min:Sec	3:12	2:08	1:36	1:17	1:04

GRIFFIN-SPALDING CO (6A2) 1 S UTC-5(-4DT) N33°13.62' W84°16.50'

ATLANTA

958 B S4 FUEL 100LL, JET A TPA-1800(842) NOTAM FILE MCN

L-18J, A

RWY 14-32: H3701X75 (ASPH) S-26, D-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. Thld displcd 200'. Trees.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld displcd 200'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1400-2000Z, Sat-Sun

1300-2300Z. 24 hr self-service fuel avbl. MIRL Rwy 14-32 and

PAPI Rwy 32 preset low ints dusk-dawn, to incr ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.75 (770) 227-3934.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

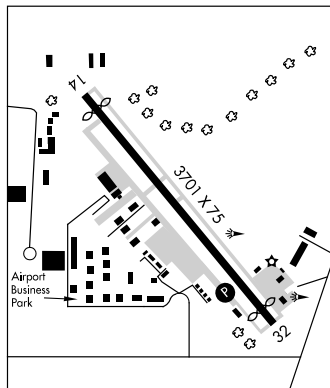
RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 162° 25.4 NM to fld. 1000/00E.

GRIFFIN NDB (MHW) 412 JHH N33°11.06' W84°13.66'

321° 3.5 NM to fld. NOTAM FILE MCN.



GWINNETT CO-BRISCOE FLD (See LAWRENCEVILLE)

GWNET N34°01.20' W83°51.77' NOTAM FILE LZU.

ATLANTA

NDB (LOM) 419 TX 245° 5.6 NM to Gwinnett Co-Brisco Fld.

L-18J, A

HABERSHAM CO (See CORNELIA)

HAMPTON

CLAYTON CO-TARA FLD (4A7) 3 W UTC-5(-4DT) N33°23.35' W84°19.94'

ATLANTA

874 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-18J, A

RWY 06-24: H4503X75 (ASPH) S-30, D-45 MIRL 0.5% up NE

IAP

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.45° TCH 65'.

AIRPORT REMARKS: Attended 1230-2230Z. Deer on and invov arpt.

Acrobatic training and demonstration area SW of arpt. Fuel 24 hr

self serve with credit card. Fuel call out avbl. Aircraft overnight

parking fee. Acft parking fee required on major race days. MIRL

ops dusk-dawn only. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and

Rwy 24 and REIL Rwy 06—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.825 (770) 707-1719.

COMMUNICATIONS: CTAF/UNICOM 122.725

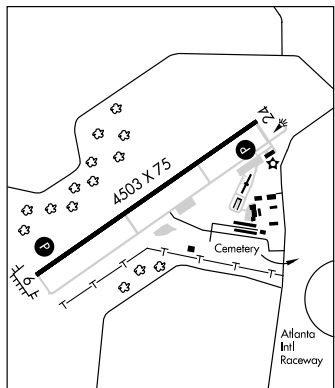
Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 160° 15.3 NM to fld. 1000/00E.



HARRIS N34°56.58' W83°54.94' NOTAM FILE MCN.

ATLANTA

(L) VORTACW 109.8 HRS Chan 35 217° 6.6 NM to Blairsville. 3660/00E. HIWAS.

H-9B, 12G, L-25B

RCO 122.35 (MACON RADIO)

HARRIS CO (See PINE MOUNTAIN)

HARTSFIELD-JACKSON ATLANTA INTL (See ATLANTA)

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

APP CRS	Rwy ldg	4503
057°	TDZE	861
	Apt Elev	874

RNAV (GPS) RWY 6

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

 NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 3000 direct CUVLI and via 113° Track to HUSKY and hold.
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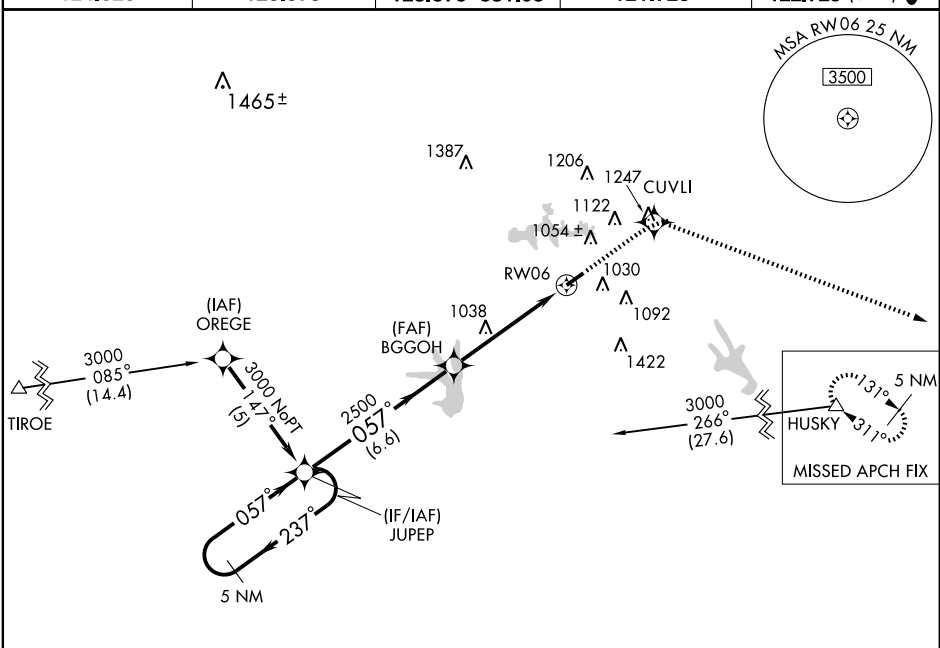
AWOS-3
124.825

ATLANTA APP CON
128.575

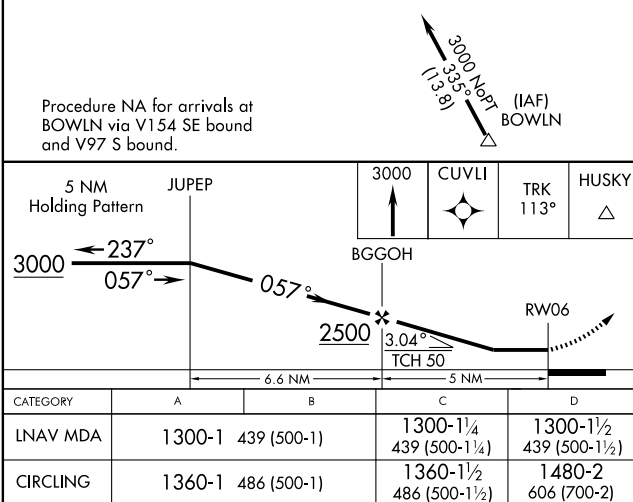
CLNC DEL
128.575 381.65

GCO
121.725

UNICOM
122.725 (CTAF) ①



ELEV 874



APP CRS **237°**
 Rwy Idg **4503**
 TDZE **874**
 Apt Elev **874**

RNAV (GPS) RWY 24

HAMPTON/CLAYTON COUNTY-TARA FIELD (4A7)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA If local altimeter setting not received, use Hartsfield-Jackson
 Atlanta Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000
 direct JUPEP and hold.

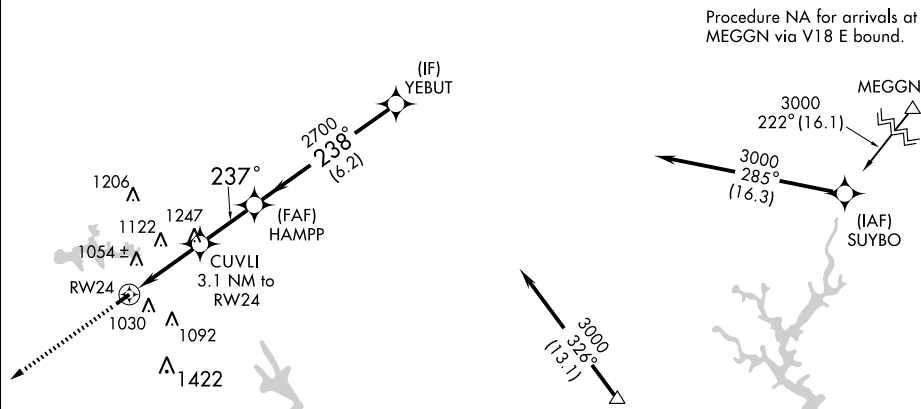
AWOS-3
124.825

ATLANTA APP CON
128.575

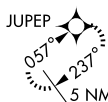
CLNC DEL
128.575 381.65

GCO
121.725

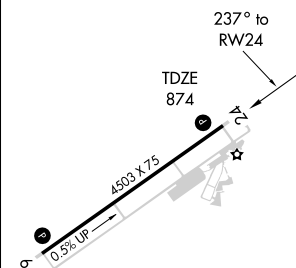
UNICOM
122.725 (CTAF) 0



MISSED APCH FIX



ELEV 874



	3000 JUPEP		YEBUT 3000	
	CUVLI 3.1 NM to RWY 24		HAMPP 2700	
	RWY 24 1900		238°	
	237°		2700	
	3.1 NM		6.2 NM	
	2.4 NM		VGS1 and descent angles not coincident.	
CATEGORY	A		D	
LNAV MDA	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	
CIRCLING	1420-1 546 (600-1)		1480-2 606 (700-2)	

REIL Rwy 6 **0**
 MRL Rwy 6-24 **0**

HAWKINSVILLE—PULASKI CO (51A) 2 E UTC-5(-4DT) N32°17.01' W83°26.31'ATLANTA
L-18J

270 B NOTAM FILE MCN

RWY 10-28: H3000X60 (ASPH) S-12.5 MIRL

RWY 10: Trees. RWY 28: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. MIRL Rwy 10-28 preset on med ints dusk-0400Z; to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 034° 5.2 NM to fld. 300/01E.

HAZLEHURST (AZE) 3 NW UTC-5(-4DT) N31°53.08' W82°38.84'JACKSONVILLE
L-24H
IAP

255 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4508X75 (ASPH) S-30 MIRL 0.5% up SE

RWY 14: REIL. PAPI(P2L). Tree.

RWY 32: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡, Sat 1400-2300Z‡. Self serve fuel with credit card. Arpt phone after hrs 912-375-7381.

COMMUNICATIONS: CTAF/UNICOM 122.8

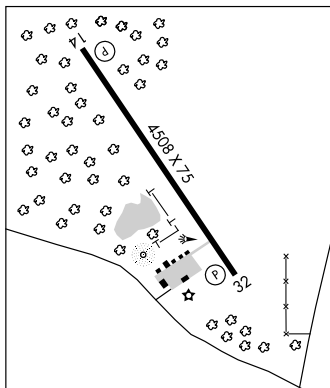
Ⓡ JAX CENTER APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 341° 22 NM to fld. 200/00E. HIWAS.

NDB (MHW) 414 AZE N31°52.81' W82°38.84' at fld.
NOTAM FILE MCN.

**HEART OF GEORGIA RGNL** (See EASTMAN)**HENRY TIFT MYERS** (See TIFTON)**HERBERT SMART DOWNTOWN** (See MACON)**HOMERVILLE** (HOE) 2 NW UTC-5(-4DT) N31°03.36' W82°46.45'JACKSONVILLE
L-24H
IAP

186 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4000X75 (ASPH) S-30 MIRL

RWY 14: PAPI(P2L). Trees. RWY 32: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Rwy 14-32 75 ft wide asph overlay; remaining 37½ ft width on each side is old asph with loose grv.

ACTIVATE PAPI Rwy 14 and Rwy 32 and MIRL Rwy 14-32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (912) 487-1253.**COMMUNICATIONS:** CTAF 122.9

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000')
(Opr Mon-Thu 1200-0700Z‡, Fri 1200-0300Z‡, Sat, Sun and hol 1400-2200Z‡)

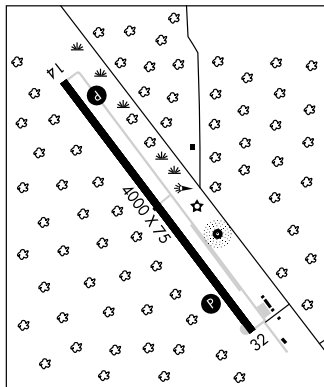
Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z‡, Fri 0300-1200Z‡, Sat, Sun and hol 2200-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AYS.

WAYCROSS (L) VORTAC 110.2 AYS Chan 39 N31°16.17'

W82°33.39' 221° 17 NM to fld. 150/00E.

NDB(MHW) 209 HOE N31°03.33' W82°46.33' at fld.
NOTAM FILE MCN. NDB unmonitored.



NDB AZE 414	APP CRS 152°	Rwy Idg TDZE Apt Elev	4508 255 255
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NDB RWY 14
HAZLEHURST (AZE)

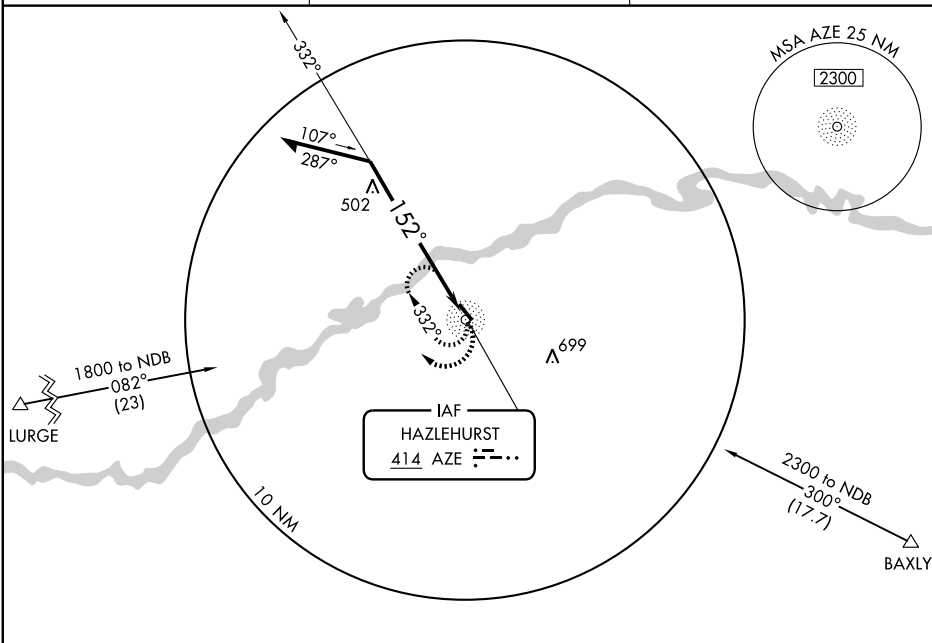
▼ Visibility reduction by helicopters NA. Use Vidalia
▲ NA altimeter setting, when not received, use Alma
altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn
to 1800 in AZE NDB holding pattern.

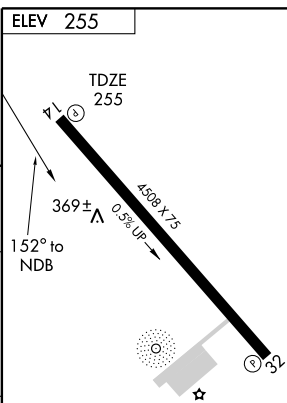
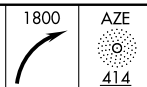
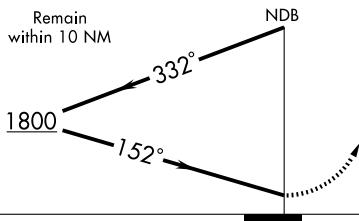
VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

UNICOM
122.8 (CTAF)



Remain
within 10 NM



CATEGORY	A	B	C	D
S-14	960-1	705 (800-1)	960-2 705 (800-2)	960-2 1/4 705 (800-2 1/4)
CIRCLING	960-1	705 (800-1)	960-2 705 (800-2)	960-2 1/4 705 (800-2 1/4)

REIL Rwy 14 and 32
MIRL Rwy 14-32

APP CRS	Rwy Idg	4508
144°	TDZE	255
	Apt Elev	255

RNAV (GPS) RWY 14

HAZLEHURST (AZE)



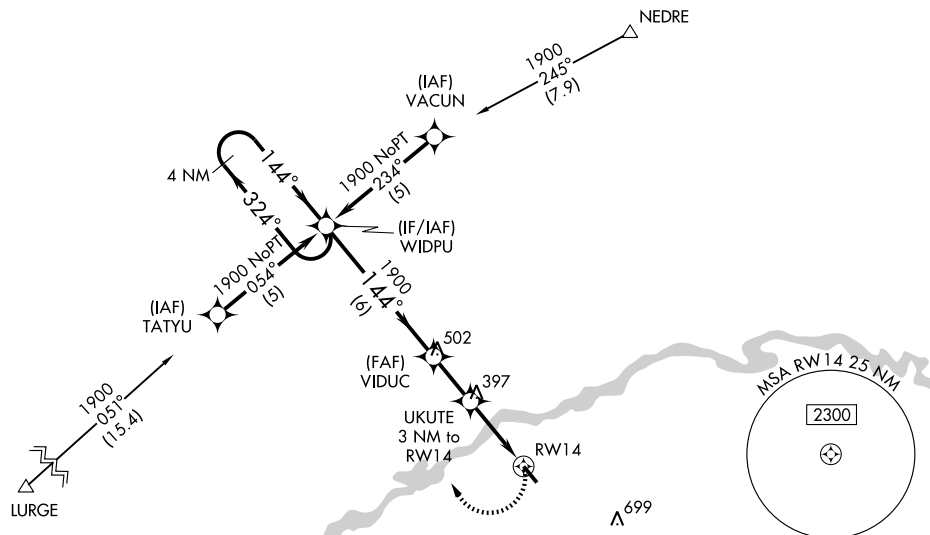
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.

VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

UNICOM
122.8 (CTAF)

 Δ_{825} 

ELEV 255

144° to
RW14

TDZE
255

369 ± 1.0

4 NM
Holding Pattern

WIDPU

VIDUC

UKUTE



WIDPU

VGSI and descent
angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	680-1	425 (500-1)	680-1¼	425 (500-1¼)
CIRCLING	740-1	485 (500-1)	740-1½ 485 (500-1½)	820-2 565 (600-2)

REIL Rwy 14 and 32
MIRL Rwy 14-32

HAZLEHURST, GEORGIA
Orig 08213

31° 53'N - 82° 39'W

HAZLEHURST (AZE)
RNAV (GPS) RWY 14

SE-4. 21 OCT 2010 to 18 NOV 2010

HAWKINSVILLE—PULASKI CO (51A) 2 E UTC-5(-4DT) N32°17.01' W83°26.31'ATLANTA
L-18J

270 B NOTAM FILE MCN

RWY 10-28: H3000X60 (ASPH) S-12.5 MIRL

RWY 10: Trees. RWY 28: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. MIRL Rwy 10-28 preset on med ints dusk-0400Z; to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 034° 5.2 NM to fld. 300/01E.

HAZLEHURST (AZE) 3 NW UTC-5(-4DT) N31°53.08' W82°38.84'JACKSONVILLE
L-24H
IAP

255 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4508X75 (ASPH) S-30 MIRL 0.5% up SE

RWY 14: REIL. PAPI(P2L). Tree.

RWY 32: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡, Sat 1400-2300Z‡. Self serve fuel with credit card. Arpt phone after hrs 912-375-7381.

COMMUNICATIONS: CTAF/UNICOM 122.8

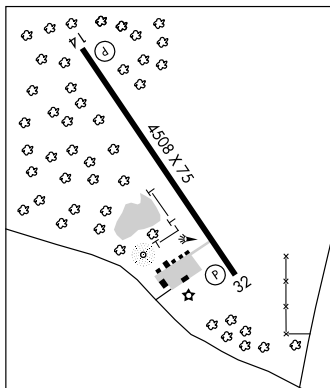
Ⓡ JAX CENTER APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 341° 22 NM to fld. 200/00E. HIWAS.

NDB (MHW) 414 AZE N31°52.81' W82°38.84' at fld.
NOTAM FILE MCN.

**HEART OF GEORGIA RGNL** (See EASTMAN)**HENRY TIFT MYERS** (See TIFTON)**HERBERT SMART DOWNTOWN** (See MACON)**HOMERVILLE** (HOE) 2 NW UTC-5(-4DT) N31°03.36' W82°46.45'JACKSONVILLE
L-24H
IAP

186 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4000X75 (ASPH) S-30 MIRL

RWY 14: PAPI(P2L). Trees. RWY 32: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Rwy 14-32 75 ft wide asph overlay; remaining 37½ ft width on each side is old asph with loose grv.

ACTIVATE PAPI Rwy 14 and Rwy 32 and MIRL Rwy 14-32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (912) 487-1253.**COMMUNICATIONS:** CTAF 122.9

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000')
(Opr Mon-Thu 1200-0700Z‡, Fri 1200-0300Z‡, Sat, Sun and hol 1400-2200Z‡)

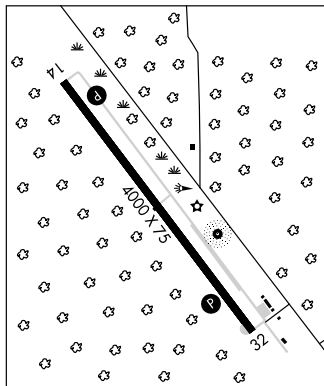
Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z‡, Fri 0300-1200Z‡, Sat, Sun and hol 2200-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AYS.

WAYCROSS (L) VORTAC 110.2 AYS Chan 39 N31°16.17'

W82°33.39' 221° 17 NM to fld. 150/00E.

NDB(MHW) 209 HOE N31°03.33' W82°46.33' at fld.
NOTAM FILE MCN. NDB unmonitored.



NDB HOE 209	APP CRS 135°	Rwy Idg TDZE Apt Elev	4000 186 186
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NDB RWY 14

HOMERVILLE (HOE)

▽ Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

▲ NA

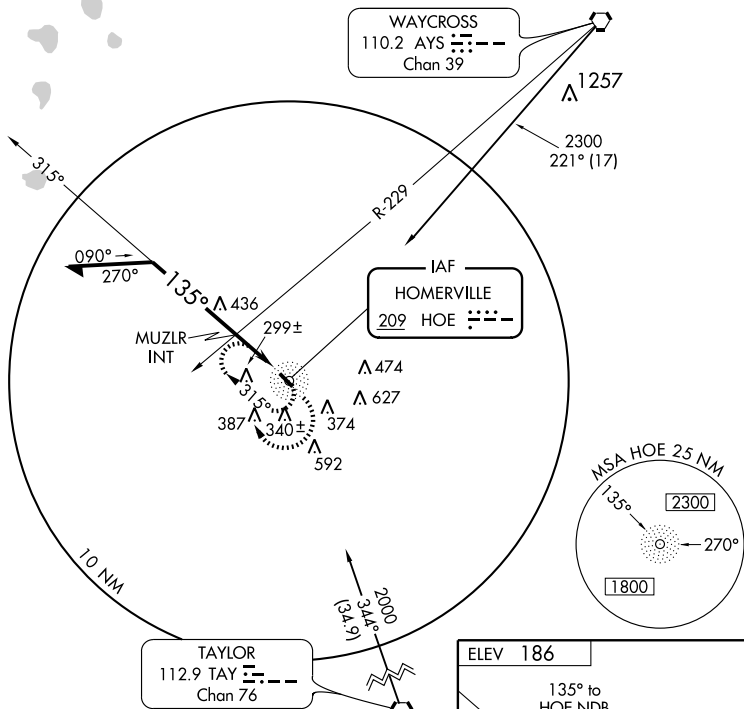
MISSED APPROACH: Climbing right turn to 1800 in HOE NDB holding pattern.

AWOS-3
118.725

WAYCROSS AWOS-3
118.575

VALDOSTA APP CON*
126.6 285.6

CTAF
122.9



Remain within 10 NM

1800

315°

135°

MUZLR INT

2.96°

TCH 40

2.5 NM

*900 when using Valdosta Rgnl altimeter setting.

*880

1800

HOE

ELEV 186

135° to HOE NDB

TDZE

186

4000 X 75

CATEGORY	A	B	C	D
S-14	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
CIRCLING	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
MUZLR FIX MINIMUMS				
S-14	660-1	474 (500-1)	660-1¼ 474 (500-1¼)	660-1½ 474 (500-1½)
CIRCLING	760-1	574 (600-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)

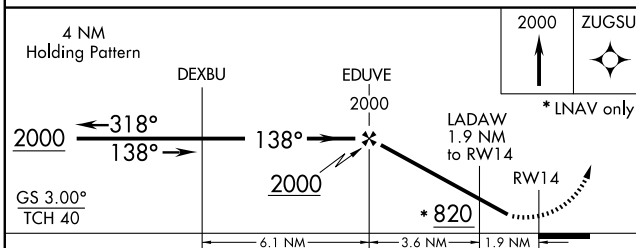
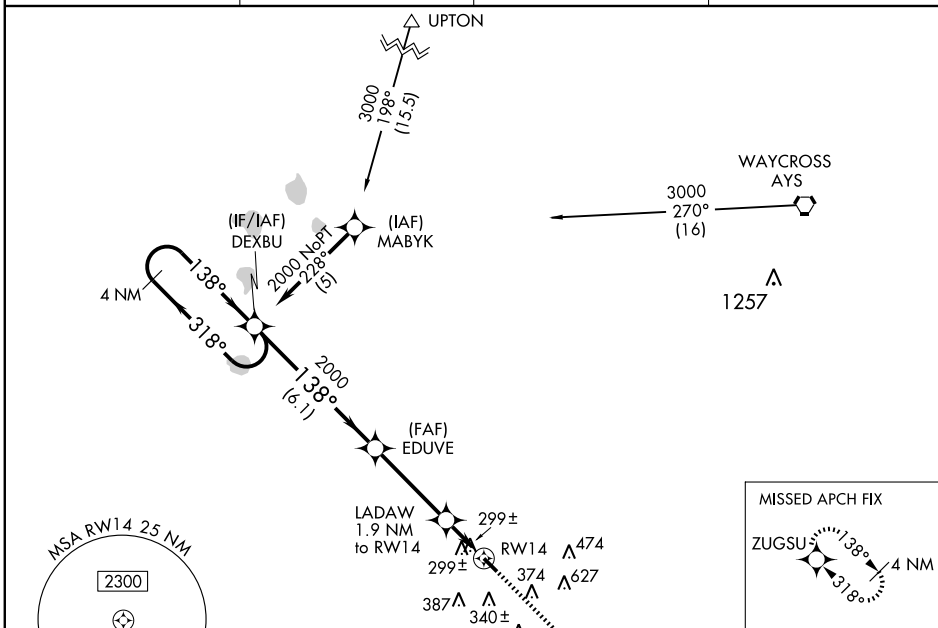
MRL Rwy 14-32

WAAS CH 69518 W14A	APP CRS 138°	Rwy Idg 4000 TDZE 186 Apt Elev 186
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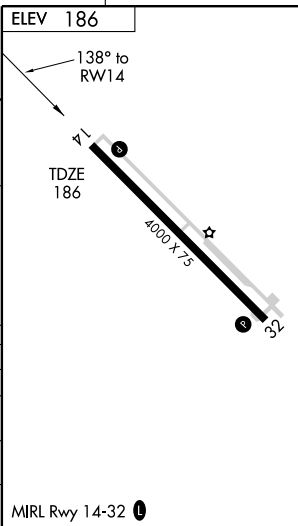
RNAV (GPS) RWY 14

HOMERVILLE (HOE)

▼ ▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all DA 14 feet and all MDA 20 feet and increase LPV all Cats visibility ¼ mile. Baro-VNAV NA.	AWOS-3 118.725	WAYCROSS AWOS-3 118.575	VALDOSTA APP CON* 126.6 285.6	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	495-1		309 (400-1)	
LNAV/VNAV DA	659-1¾		473 (500-1¾)	
LNAV MDA	620-1	434 (500-1)	620-1¼ 434 (500-1¼)	620-1½ 434 (500-1½)
CIRCLING	760-1	574 (600-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)



VORTAC AYS 110.2 Chan 39	APP CRS 221°	Rwy Idg TDZE Apt Elev	N/A N/A 186
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VOR/DME-A
HOMERVILLE (HOE)

V Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

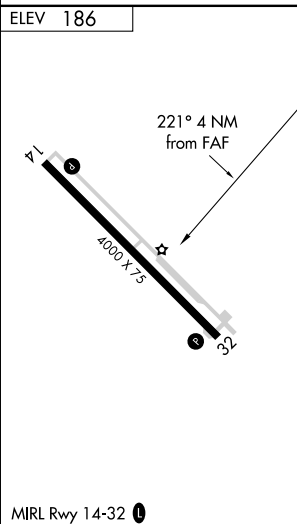
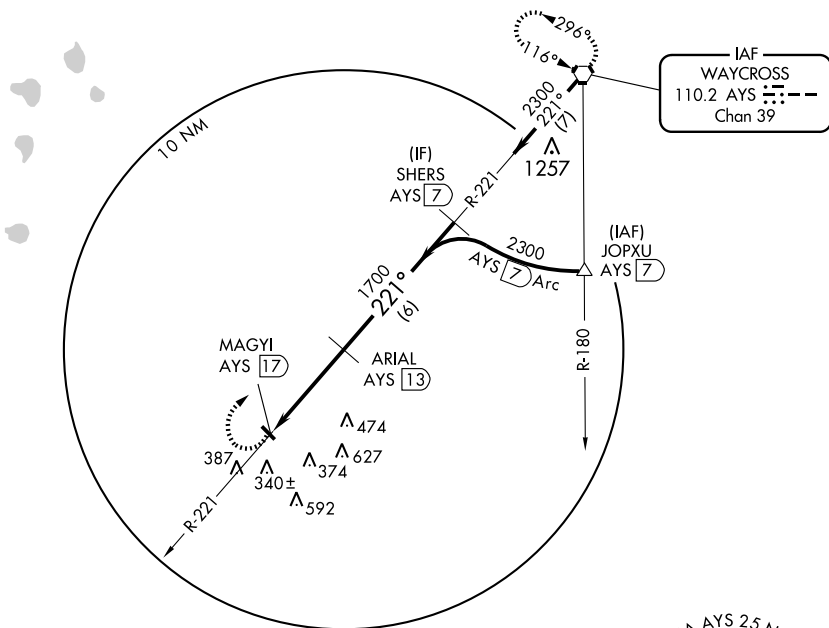
MISSED APPROACH: Climbing right turn to 2300 heading 071° and AYS R-221 to AYS VORTAC and hold.

AWOS-3
118.725

WAYCROSS AWOS-3
118.575

VALDOSTA APP CON*
126.6 285.6

CTAF
122.9



2300 hdg 071°	AYS R-221	AYS 110.2	SHERS AYS 7	2300
MAGYI AYS 17	ARIAL AYS 13	1700	Procedure Turn NA	
4 NM		6 NM		
CATEGORY	A	B	C	D
CIRCLING	760-1	574 (600-1)	800-1½ 614 (700-1½)	800-2 614 (700-2)

HOMERVILLE, GEORGIA
Amdt 4 29JUL10

31°03'N-82°46'W

HOMERVILLE (HOE)
VOR/DME-A

HUNTER AAF (SVN)(KSVN) A (CG ARNG) 2 SW UTC-5(-4DT) N32°00.60' W81°08.76' ATLANTA
 41 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE MCN Not insp. H-9B, 12G, L-24H
 RWY 10-28: H11375X200 (ASPH) PCN 77 R/B/W/T HIRL DIAP, AD
 RWY 10: REIL. VASI. RWY 28: ALSF1.
MILITARY SERVICE: LGT ACTIVATE 3-step apch lgt and HIRL Rwy 10-28, REIL Rwy 10—CTAF when twr clsd.
 JASU 3(AF M32A-86) 3(DND CE12 Equivalent) 1(DND CE14 Equivalent) 1(AF M32-95) FUEL J8. Tran fuel PPR,
 ctc Base OPS DSN 729-5531. Tran acft may expect delay due to opr mission. OIL O-156
TRAN ALERT Limited svc avbl Mon 0400Z thru Sat 0400Z, except holidays.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all trans acft. DSN 729-5110. Twy 1 clsd
 to all P3, C130 and larger acft. CAUTION Wildlife and bird hazard. Mil personnel conducting physical training on ft
 line access road Mon-Fri 1130-1230Z. TFC PAT TPA—Fixed Wing 1500(1459), Rotary Wing 1000(959). NS ABTMT
 Procedure in effect. Practice circling apch Category C, D, E not authorized blo 1500'. No overflt of Savannah and
 surrounding populated areas blo 1000' unless on apch to Hunter AAF. MISC Rotary Wing pilots planning to
 conduct opr within R3005 must receive a range briefing prior to opr. Briefing shall be accomplished at least 4 hr
 prior to flt on the reservation. Aviators briefed within the last 6 months may receive phone update. For briefing
 coordination ctc DSN 729-2523/6207, C912-315-2523/6207, Mon-Fri 0001-2300Z except holidays. Base
 OPS 24 hrs. Auto AN/FMQ-19 in use 24 hrs, forecaster avbl Mon 0300Z-Sat 0300Z excluding hols. Wx/vis
 obsn rstd. KSVN forecaster DSN 729-5467, C912-315-5467 or 26 OWS (24 hrs) DSN 781-1220,
 C318-456-1220. Compass rose OTS.
 ARNG Base OPS ctc DSN 729-7182/6534, C912-315-7182/6534.
COMMUNICATIONS: CTAF 124.975 279.575 ATIS 127.525 323.125 (Mon 1130Z thru Fri 0100Z. CLOSED
 Federal Holidays) PTD/BASE OPS 126.2
 (R) SAVANNAH APP/DEP CON 125.3 120.4 118.4 371.875 353.775 (1100-0400Z), other times ctc
 JAX CENTER APP/DEP CON 120.85 322.5
 TOWER 124.975 279.575 285.425 46.7 (Mon 1130Z thru Fri 0100Z. CLOSED federal holidays) other times
 ctc Savannah APP 127.65. If Savannah APP clsd ctc JAX CENTER 127.65.
 GND CON 121.8 291.675 GCA 143.2 317.475 (Mon 1130-0300Z and Fri 1130-0100Z)
 PMSV METRO 309.0 (Auto AN/FMQ-19 in use. KSVN forecasters avbl, Sun-Fri 0200Z-0100Z, clsd Federal
 hol.)
 ARNG OPS 139.4 38.15 USCG SAVANNAH AIR 345.0 5692 (5692 Single Sideband)
AIRSPACE: CLASS D svc Mon 1130Z thru Fri 0100Z, clsd federal holidays, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SVN.
 (T) VORW/DME 111.6 SVN Chan 53 N32°00.72' W81°08.45' at fld. 40/2W. Unmonitored Sat-Mon and
 hol 0200-1230Z. Mil use only.
 DME unusable:
 195-200' blo 1,800' 201°-225° blo 1,800'
 WASSA NDB (LOM) 335 SV N32°00.54' W80°59.20' 277° 8.2 NM to fld. Unmonitored Sat-Mon and hol
 0200-1200Z.
 ILS/DME 109.5 I-SVN Chan 32 Rwy 28. Class IT. LOM WASSA NDB.
 ASR/PAR (Mon-Thu 1130-0300Z, Fri 0730-0100Z, except holidays
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

JACKSON CO (See JEFFERSON)

JASPER

PICKENS CO (JZP) 2 SW UTC-5(-4DT) N34°27.21' W84°27.43'

1535 B S2 FUEL 100LL, JET A NOTAM FILE MCN
 RWY 16-34: H5000X100 (ASPH) S-14 MIRL 0.7% up S

RWY 16: PAPI(P2R)—GA 3.0° TCH 25'. Trees.

RWY 34: PAPI(P2L)—GA 3.0° TCH 29'.

AIRPORT REMARKS: Attended 1400-2300Z. Extensive student training
 Atlanta 340° 45 NM—Atlanta 355° 49NM; 3000-9000 ft;
 1700-2230Z. MIRL Rwy 16-34 preset on low ints dusk-0500Z,
 to increase ints and ACTIVATE after 0500Z—CTAF.

WEATHER DATA SOURCES: AWOS-A 285. OTS indef.

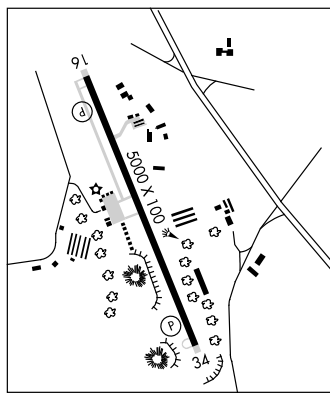
COMMUNICATIONS: CTAF/UNICOM 122.725

(R) ATLANTA CENTER APP/DEP CON 133.1

GCO 121.725 (FLIGHT SERVICE)

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
 W85°07.17' 061° 37.2 NM to fld. 1150/01E. HIWAS.



ATLANTA

H-9A, 12G, L-181

IAP

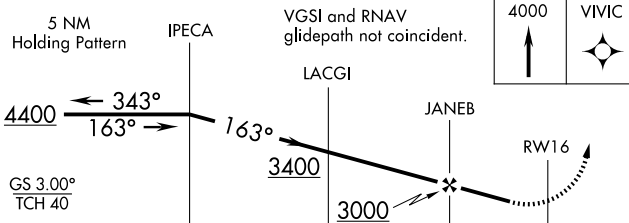
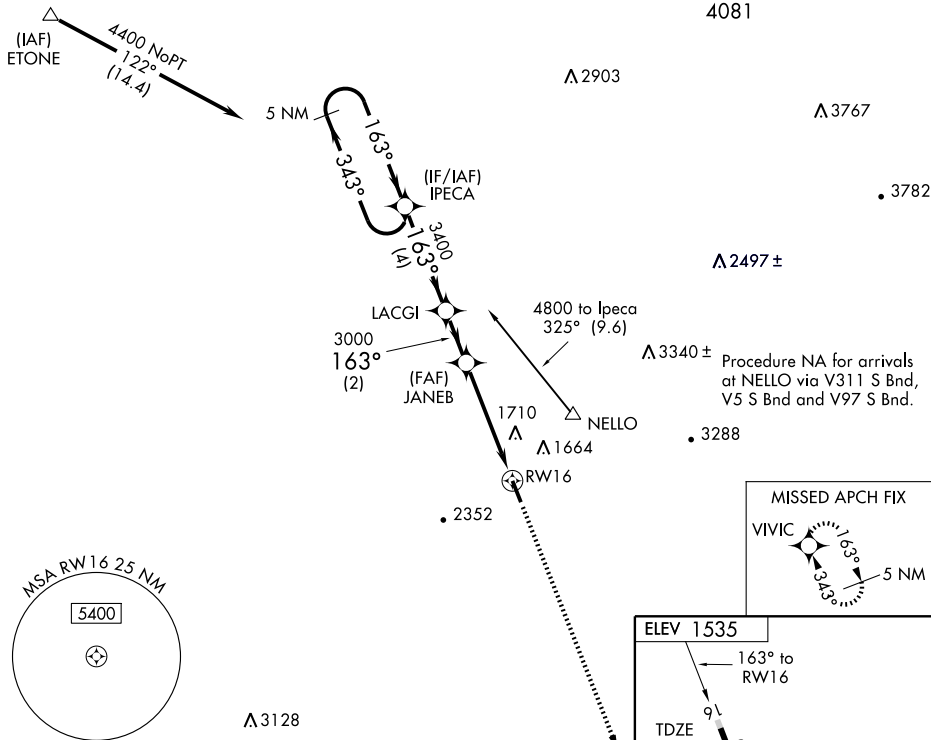
WAAS CH 82005 W16A	APP CRS 163°	Rwy Idg TDZE 1515 Apt Elev 1535
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RNAV (GPS) RWY 16

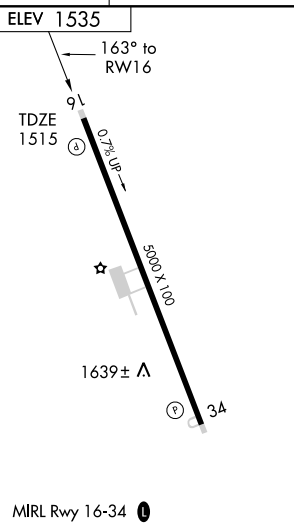
JASPER/PICKENS COUNTY (JZP)

⚠ If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VIVIC and hold.

AWOS-A
285ATLANTA CENTER
133.1 290.8GCO
121.725UNICOM
122.725 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	1929-1½	414 (400-1½)		NA
LNNAV MDA	1960-1	445 (500-1)	1960-1¼ 445 (500-1¼)	NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA



WAAS CH 77705 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	5000 1535 1535
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RNAV (GPS) RWY 34

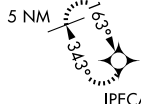
JASPER/PICKENS COUNTY (JZP)

NA If local altimeter setting not received, use Cobb County-McCollum Field altimeter setting and increase all LPV DAs to 1922/MDAs 140 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct IPECA and hold, continue climb-in-hold to 5400.

AWOS-A
285ATLANTA CENTER
133.1 290.8GCO
121.725UNICOM
122.725(CTAF) 0

MISSED APCH FIX



Procedure NA for arrivals at NELLO via V97 N Bnd.

Λ 3340 ±

NELLO

1710

Λ 1664

Λ 1616

5000 to Vivic

175°

(13.6)

2352 •

RW34

(FAF)
CICCA

3200

343°

(16)

4000 NoPT

253°

(5)

163°

343°

5 NM

(IAF) JASIV

(IF/IAF) VIVIC

(IAF)
FOTFE

AWSON

4000

239°

(18)

Procedure NA for arrivals at RMG VORTAC via V333 NW Bnd.

ROME
RMG

4000

085°

(32.8)

ELEV 1535

MSA RW 34 25 NM

5400

5400

IPECA

VGSI and RNAV glidepath not coincident.

VIVIC

5 NM Holding Pattern

RW34

CICCA

343°

163°

343°

4000

3200

GS 3.00°
TCH 40

CATEGORY

A

B

C

D

LPV DA

1789-1

254 (300-1)

NA

LNAV MDA

1880-1

345 (400-1)

NA

CIRCLING

1960-1

2160-1

2360-2½

NA

425 (500-1)

625 (700-1)

825 (900-2½)

JEFFERSON

JACKSON CO (19A) 3 NE UTC-5(-4DT) N34°10.55' W83°33.70'

951 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 17-35: H5210X75 (ASPH) S-30, D-43 MIRL 0.4% up S

RWY 17: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Self service fuel avbl 24 hrs with credit card. PAEW invof Rwy 17-35. Deer on and invof arpt. MIRL Rwy 17-35 preset on low ints dusk-0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: ASOS 118.125 (706) 367-1607.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (0200-0915Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0915-0200Z†)

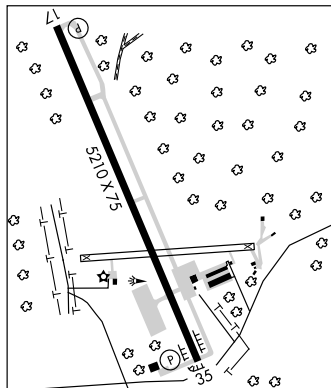
RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 319° 18.1 NM to fld. 790/00E. HIWAS.

COMMERCE NDB (MHW) 244 DDA N34°03.73' W83°31.26'

346° 7.1 NM to fld. NOTAM FILE MCN. NDB unmonitored.



ATLANTA

H-9B, 126, L-18J

IAP

JEFFI N31°13.70' W81°32.56' NOTAM FILE BQK.

NDB (LOM) 275 BQ 069° 4.3 NM to Brunswick Golden Isles.

JACKSONVILLE

L-24H

JEKYLL ISLAND (Ø9J) 6 SE UTC-5(-4DT) N31°04.47' W81°25.67'

11 B NOTAM FILE MCN

RWY 18-36: H3715X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 20'. Rgt t/c.

RWY 36: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1400-2100Z†. Rotating bcn located on top of a water tank ½-1 mile northeast of Rwy 18, in a swampy area.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ JAX CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

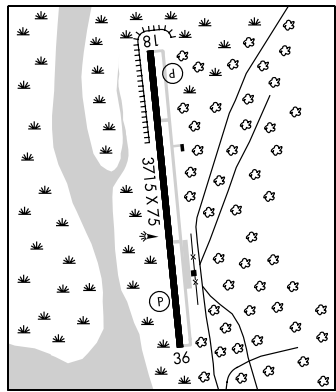
BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

W81°26.76' 037° 1.7 NM to fld. 10/04W.

JACKSONVILLE

L-24H

IAP



APP CRS
168°

Rwy Idg **5210**
TDZE **943**
Apt Elev **951**

RNAV (GPS) RWY 17

JEFFERSON/ JACKSON COUNTY (19A)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 40 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Winder altimeter setting.

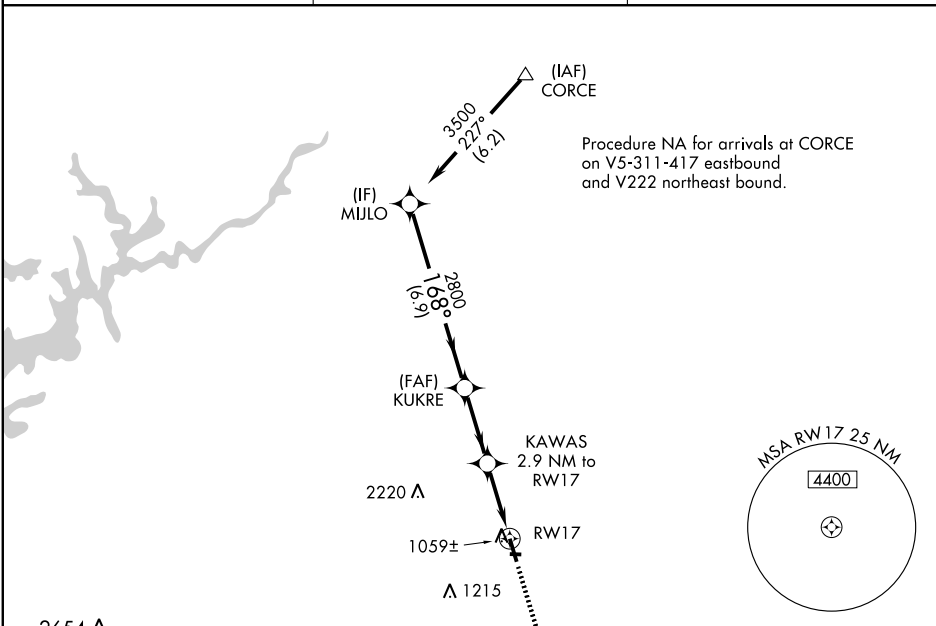
△ NA

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

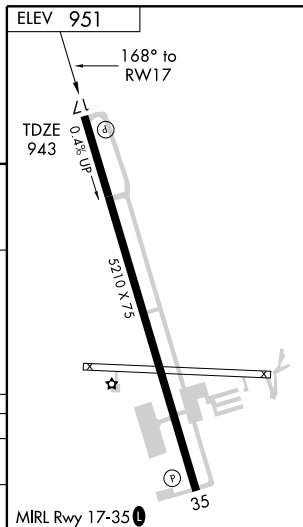
ASOS
118.125

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) 0



Procedure Turn NA	MIJLO	KUKRE	KAWAS 2.9 NM to RW17	2500	KEKTE
	3500	2800	1900	1.1 NM to RW17	
	6.9 NM	2.7 NM	1.8 NM	1.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1320-1	377 (400-1)		1320-1¼ 377 (400-1¼)	
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)	



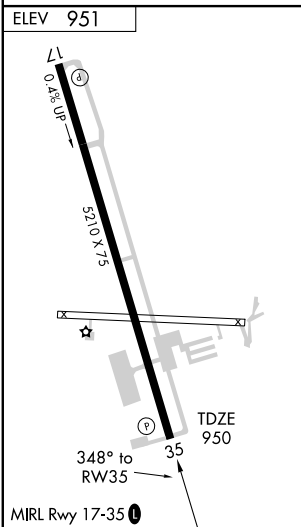
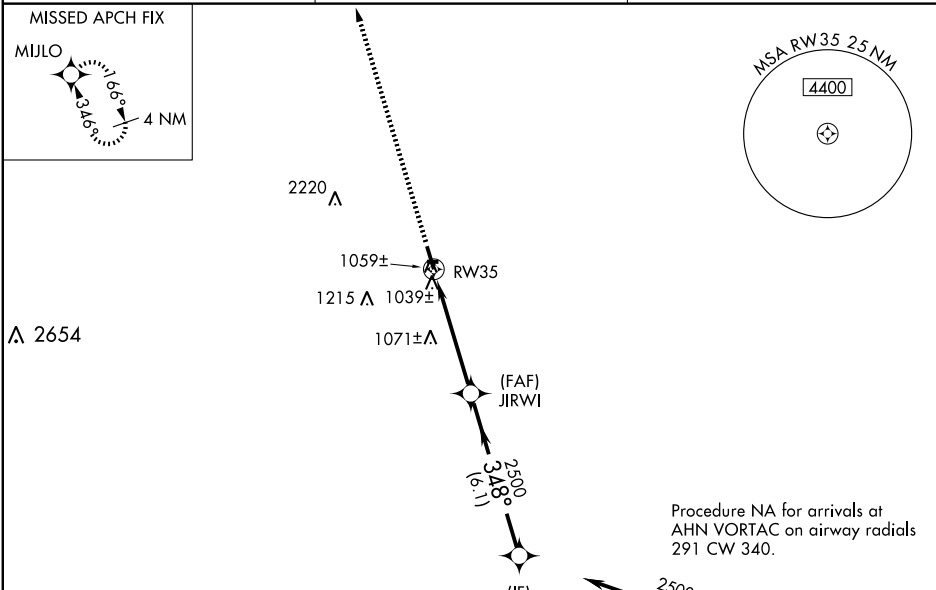
WAAS CH 82704 W35A	APP CRS 348°	Rwy Idg 5210 TDZE 950 Apt Elev 951
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RNAV (GPS) RWY 35

JEFFERSON/ JACKSON COUNTY (19A)

<p>▼ ▲ NA</p> <p>Baro-VNAV NA when using Winder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.</p>	MISSED APPROACH: Climb to 3500 direct MIJLO and hold.
--	---

ASOS 118.125	ATLANTA APP CON ★ 127.5 316.05	UNICOM 122.8 (CTAF) 0
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3500	MIJLO	JIRWI 2500	KEKTE	Procedure Turn NA
RW35		348°	2500	
		2500		
	4.7 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA		1200-1	250 (300-1)	
LNAV/VNAV DA		1334-1¼	384 (400-1¼)	
LNAV MDA		1320-1	370 (400-1)	1320-1¼ 370 (400-1¼)
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

JEFFERSON

JACKSON CO (19A) 3 NE UTC-5(-4DT) N34°10.55' W83°33.70'

951 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 17-35: H5210X75 (ASPH) S-30, D-43 MIRL 0.4% up S

RWY 17: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Self service fuel avbl 24 hrs with credit card. PAEW invof Rwy 17-35. Deer on and invof arpt. MIRL Rwy 17-35 preset on low ints dusk-0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: ASOS 118.125 (706) 367-1607.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (0200-0915Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0915-0200Z†)

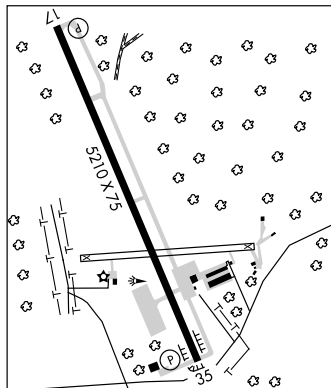
RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 319° 18.1 NM to fld. 790/00E. HIWAS.

COMMERCE NDB (MHW) 244 DDA N34°03.73' W83°31.26'

346° 7.1 NM to fld. NOTAM FILE MCN. NDB unmonitored.



ATLANTA

H-9B, 126, L-18J

IAP

JEFFI N31°13.70' W81°32.56' NOTAM FILE BQK.

NDB (LOM) 275 BQ 069° 4.3 NM to Brunswick Golden Isles.

JACKSONVILLE

L-24H

JEKYLL ISLAND (Ø9J) 6 SE UTC-5(-4DT) N31°04.47' W81°25.67'

11 B NOTAM FILE MCN

RWY 18-36: H3715X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 20'. Rgt t/c.

RWY 36: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1400-2100Z†. Rotating bcn located on top of a water tank ½-1 mile northeast of Rwy 18, in a swampy area.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ JAX CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

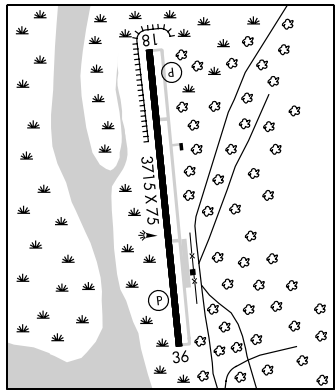
BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

W81°26.76' 037° 1.7 NM to fld. 10/04W.

JACKSONVILLE

L-24H

IAP



APP CRS
359°

Rwy Idg **3715**
TDZE **11**
Apt Elev **12**

RNAV (GPS) RWY 36

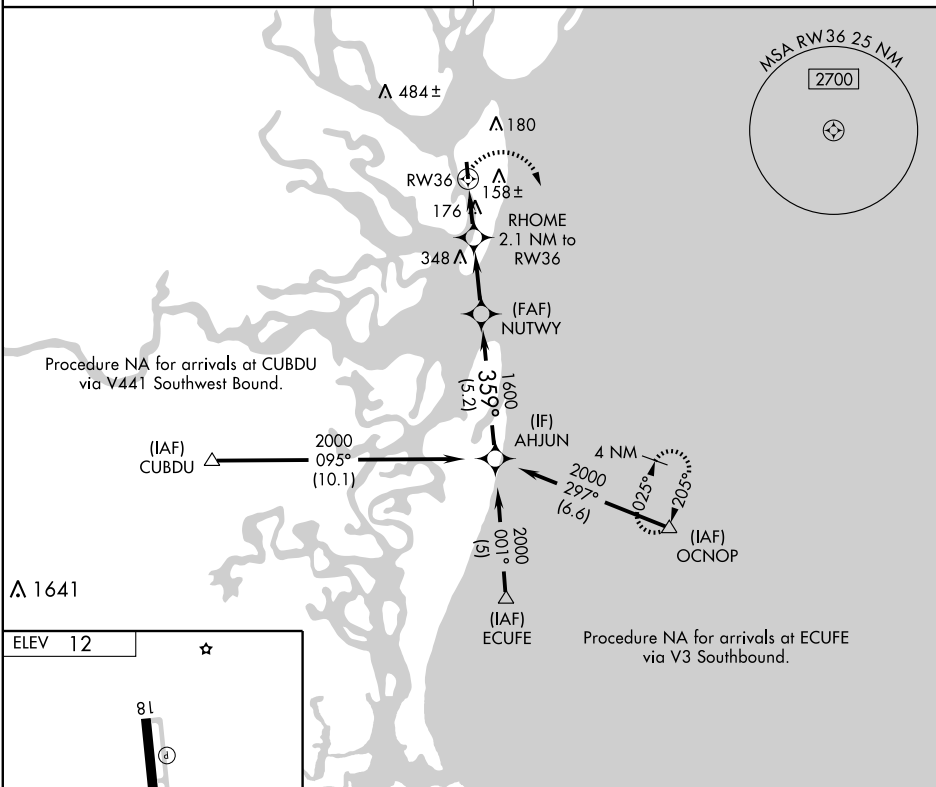
JEKYLL ISLAND (09J)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase all MDA 100 feet.
VDP NA when using Jacksonville Intl altimeter setting.

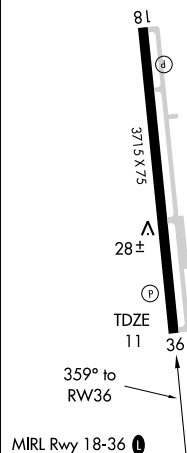
MISSED APPROACH: Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.

JACKSONVILLE CENTER
126.75 277.4

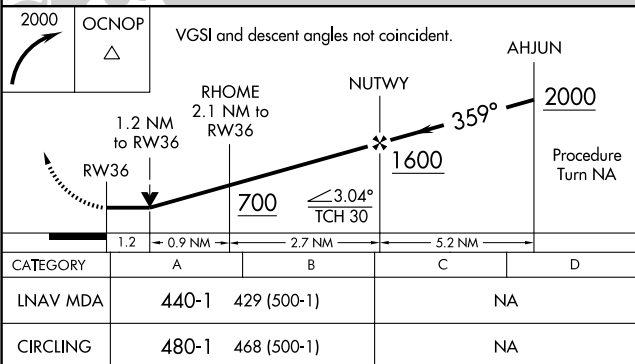
UNICOM
123.0 (CTAF) 0



ELEV 12



MIRL Rwy 18-36 0



VORTAC SSI	APP CRS	Rwy Idg	N/A
109.8	037°	TDZE	N/A
Chan 35		Apt Elev	12

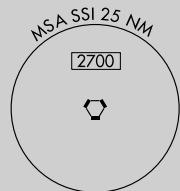
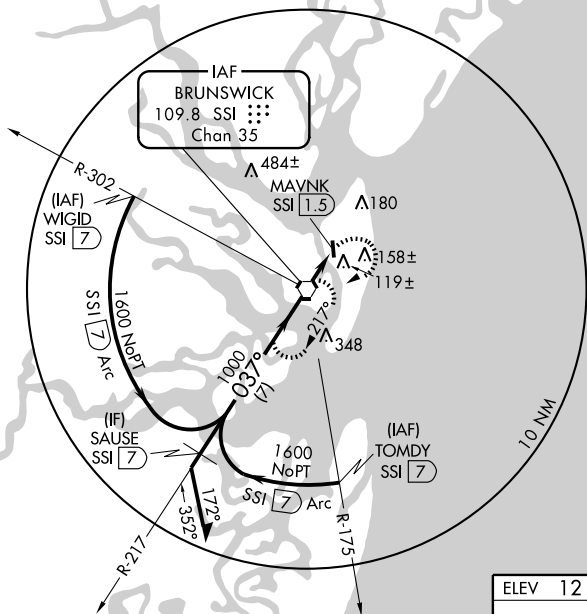
VOR-A
JEKYLL ISLAND (09J)

V Use Brunswick/Malcolm McKinnon altimeter setting;
Δ NA when not received, use Jacksonville Intl altimeter setting
and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn
to 2000 direct SSI VORTAC and hold,
continue climb-in-hold to 2000.

JACKSONVILLE CENTER
126.75 277.4

UNICOM
123.0 (CTAF) 0



Δ 1641

ELEV 12



Remain within 10 NM
1600
217°
037°
1000

2000
SSI
109.8

MAVNK
SSI 1.5

037° 1.5 NM
from FAF



CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 0

JESUP-WAYNE CO (JES) 3 S UTC-5(-4DT) N31°33.24' W81°52.95'

107 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 11-29: H5500X100 (ASPH) S-21.5 MIRL 0.7% up W

RWY 11: PAPI(P2L)—GA 3.5° TCH 42'. Trees.

RWY 29: MALSF. PAPI(P2L)—TCH 55'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. ACTIVATE MRL
Rwy 11-29, PAPI Rwy 11 and Rwy 29 and MALSF Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (912) 427-0855. Plus
precipitation and thunderstorm.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 126.75

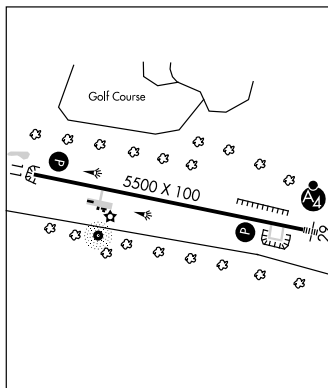
RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 088° 32.1 NM to fld. 200/00E. HIWAS.

SLOVER NDB (MHW) 340 JES N31°33.15' W81°53.22' at fld.

AWOS-A. NOTAM FILE MCN.



JIMMY CARTER RGNL (See AMERICUS)

JUNNE N33°38.77' W83°01.25' NOTAM FILE MCN.

NDB (MHW/LOM) 353 VV 249° 6.6 NM to Greene Co Rgnl.

ATLANTA

L-18J

KAOLIN FLD (See SANDERSVILLE)

LAFAYETTE

BARWICK LAFAYETTE (9A5) 1 S UTC-5(-4DT) N34°41.31' W85°17.42'

777 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H5350X75 (ASPH) S-20 MIRL

RWY 02: PAPI(P2R)—GA 3.5° TCH 39'. Trees.

RWY 20: PAPI(P2L)—GA 3.5° TCH 38'. Thld dsplcd 450'. Railroad.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†. Deer on and invof
rwy and arpt. MRL Rwy 02-20 preset med ints, to incr ints and
ACTIVATE MRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 119.775 (706) 639-1976.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.8 (0450-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

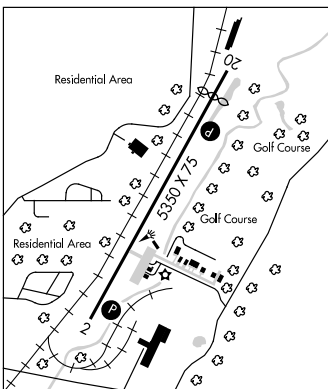
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 202° 17.7 NM to fld. 1030/01E. HIWAS.

ATLANTA

H-9A, 12G, L-18J

IAP



NDB JES 340	APP CRS 108°	Rwy Idg TDZE Apt Elev	5500 107 107
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NDB RWY 11

JESUP-WAYNE COUNTY (JES)

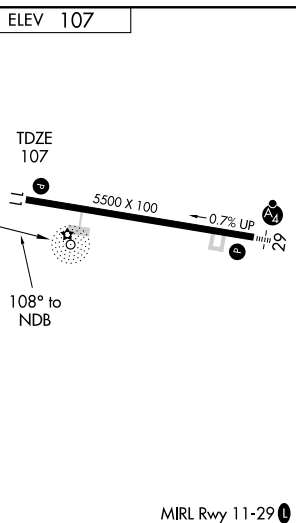
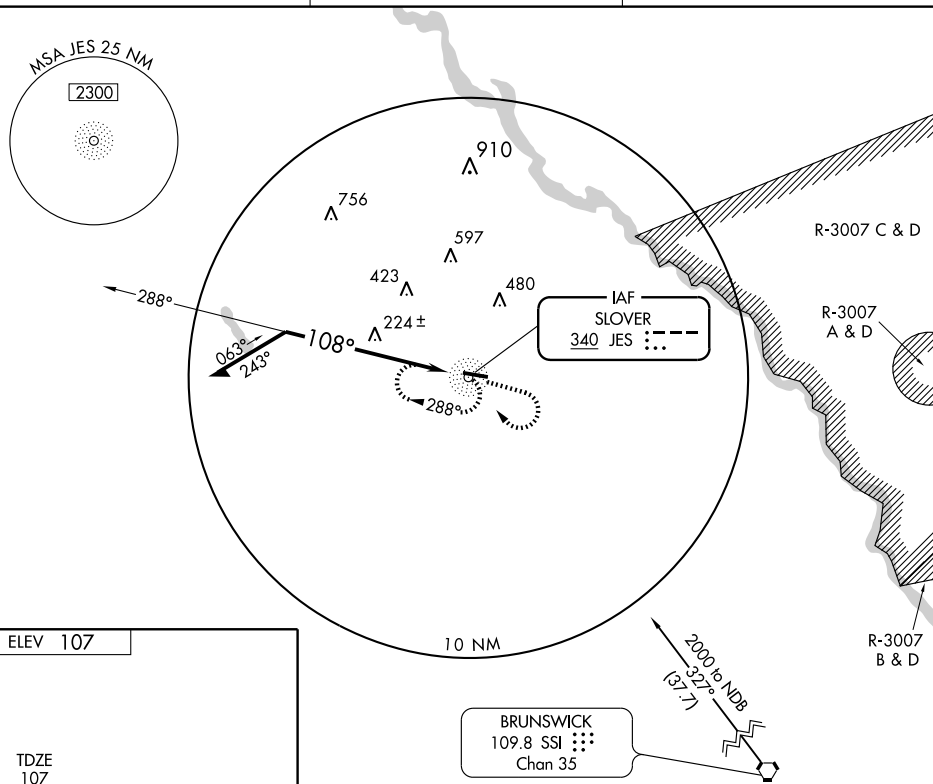
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-3
118.125

JACKSONVILLE CENTER
126.75 277.4

UNICOM
122.8 (CTAF) 0



Remain within 10 NM		NDB		1100	1800	JES
1800		288°		↑	↻	○
108°						
CATEGORY	A	B	C	D		
S-11	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)		
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)		

NDB JES 340	APP CRS 276°	Rwy Idg TDZE Apt Elev	5500 96 107
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NDB RWY 29

JESUP-WAYNE COUNTY (JES)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-29 Cat C and D visibility ¼ mile, and Circling Cat D visibility ½ mile. Inoperative table does not apply to S-29 Cat C.

▲ NA

MALSF

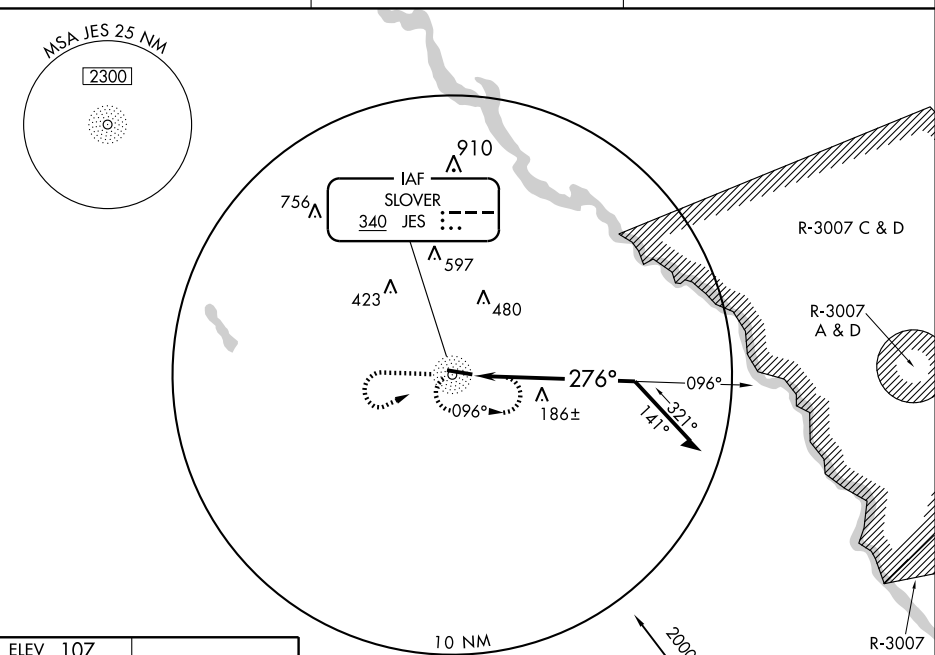


MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

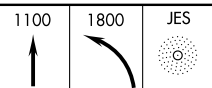
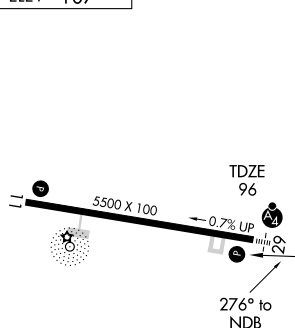
AWOS-3
118.125

JACKSONVILLE CENTER
126.75 277.4

UNICOM
122.8 (CTAF) 0



ELEV 107



CATEGORY	A	B	C	D
S-29	540-3/4	444 (500-3/4)	540-1 1/4 444 (500-1 1/4)	540-1 1/2 444 (500-1 1/2)
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1 1/2 453 (500-1 1/2)	780-2 1/4 673 (700-2 1/4)

WAAS CH 77815 W11A	APP CRS 103°	Rwy Idg TDZE Apt Elev	5500 107 107
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RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

▼ Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

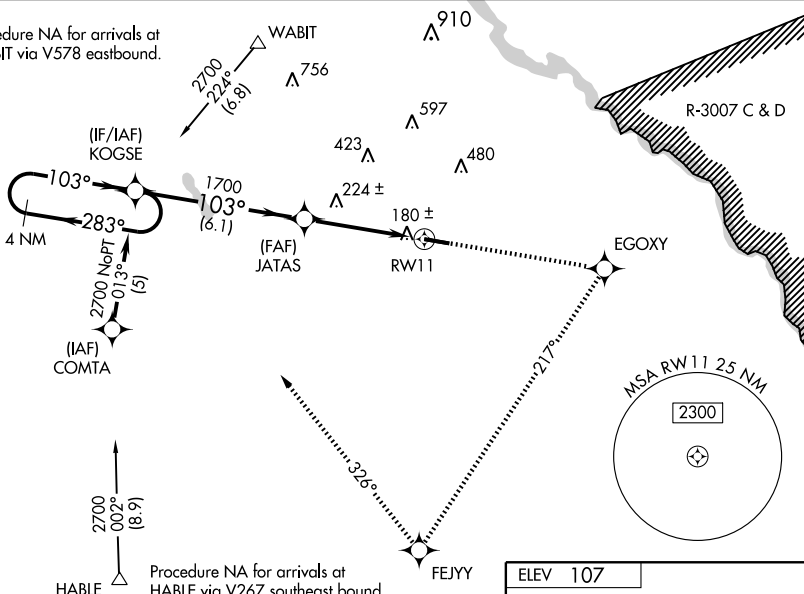
MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

AWOS-3
118.125

JACKSONVILLE CENTER
126.75 277.4

UNICOM
122.8 (CTAF)

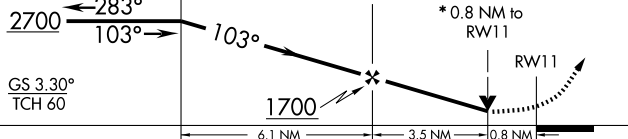
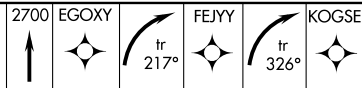
Procedure NA for arrivals at WABIT via V578 eastbound.



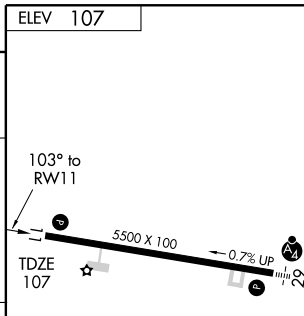
Procedure NA for arrivals at HABLE via V267 southeast bound.

VGSI and RNAV glidepath not coincident.

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	462-1	355 (400-1)		NA
LNAV/VNAV DA	473-1½	366 (400-1½)		NA
LNAV MDA	480-1	373 (400-1)		NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA



MIRL Rwy 11-29

WAAS CH 53615 W29A	APP CRS 284°	Rwy Idg 5500 TDZE 96 Apt Elev 107
--	------------------------	--

RNAV (GPS) RWY 29

▼ Baro-VNAV NA when using Savannah/Hilton Head Inlt altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Inlt altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

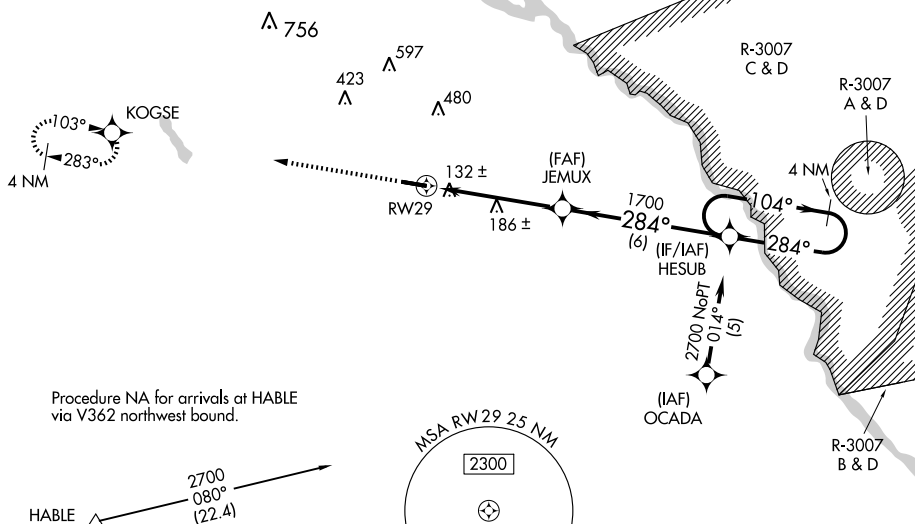
MALSF



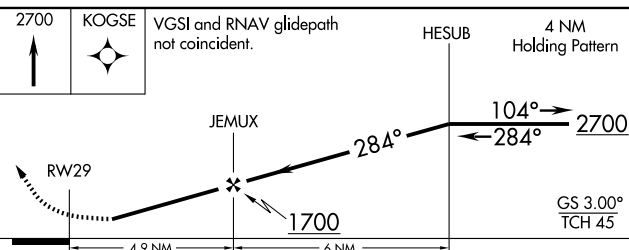
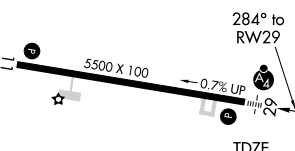
MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

AWOS-3
118.125

JACKSONVILLE CENTER
126.75 277.4

UNICOM
122.8 (CTAF) 

ELEV 107



CATEGORY		A	B	C	D
LPV	DA	364-1		268 (300-1)	
LNAV/ VNAV	DA	421-1¼		325 (400-1¼)	
LNAV	MDA	440-1 344 (400-1)			440-1¼ 344 (400-1¼)
CIRCLING		500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

MIRL Rwy 11-29 L

JESUP, GEORGE
Orig 22OCT09

31°33' N-81°53' W

JESUP-WAYNE COUNTY (JES)

RNAV (GPS) RWY 29

SE-4. 21 OCT 2010 to 18 NOV 2010

JESUP-WAYNE CO (JES) 3 S UTC-5(-4DT) N31°33.24' W81°52.95'

107 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 11-29: H5500X100 (ASPH) S-21.5 MIRL 0.7% up W

RWY 11: PAPI(P2L)—GA 3.5° TCH 42'. Trees.

RWY 29: MALSF. PAPI(P2L)—TCH 55'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. ACTIVATE MRL
Rwy 11-29, PAPI Rwy 11 and Rwy 29 and MALSF Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (912) 427-0855. Plus
precipitation and thunderstorm.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 126.75

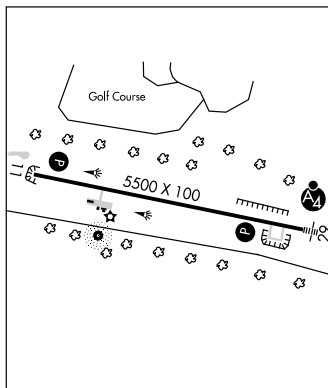
RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 088° 32.1 NM to fld. 200/00E. HIWAS.

SLOVER NDB (MHW) 340 JES N31°33.15' W81°53.22' at fld.

AWOS-A. NOTAM FILE MCN.



JIMMY CARTER RGNL (See AMERICUS)

JUNNE N33°38.77' W83°01.25' NOTAM FILE MCN.

NDB (MHW/LOM) 353 VV 249° 6.6 NM to Greene Co Rgnl.

ATLANTA

L-18J

KAOLIN FLD (See SANDERSVILLE)

LAFAYETTE

BARWICK LAFAYETTE (9A5) 1 S UTC-5(-4DT) N34°41.31' W85°17.42'

777 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H5350X75 (ASPH) S-20 MIRL

RWY 02: PAPI(P2R)—GA 3.5° TCH 39'. Trees.

RWY 20: PAPI(P2L)—GA 3.5° TCH 38'. Thld dsplcd 450'. Railroad.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†. Deer on and invov
rwy and arpt. MRL Rwy 02-20 preset med ints, to incr ints and
ACTIVATE MRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 119.775 (706) 639-1976.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

ATLANTA CENTER APP/DEP CON 133.8 (0450-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

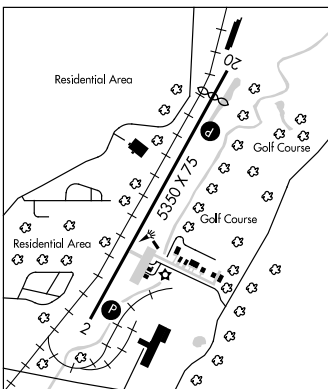
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 202° 17.7 NM to fld. 1030/01E. HIWAS.

ATLANTA

H-9A, 12G, L-18J

IAP



APP CRS	Rwy Idg	5350
022°	TDZE	773
	Apt Elev	777

RNAV (GPS) RWY 2

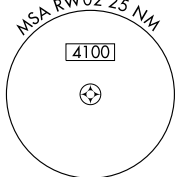
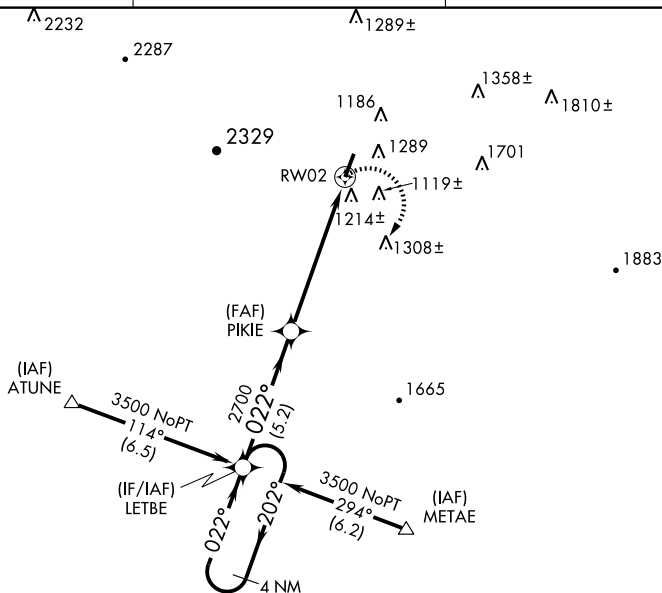
LAFAYETTE/BARWICK LAFAYETTE (9A5)

T	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When
A NA	local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct LETBE and hold.

ASOS
119.775

CHATTANOOGA APP CON ★
125.1 379.1

UNICOM
122.8 (CTAF) **L**

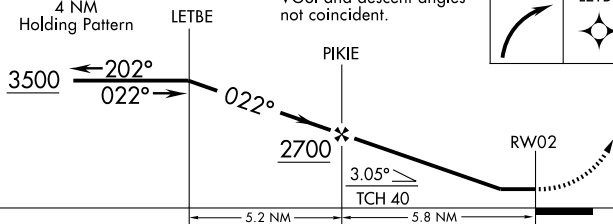
ELEV 777

4 NM
Holding Pattern

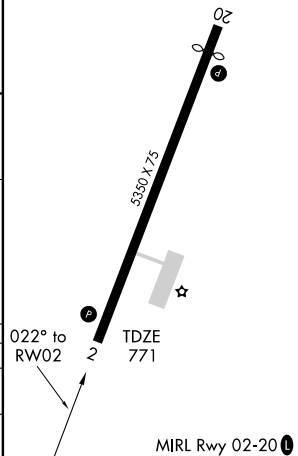
VGSI and descent angles
not coincident.

3500

LETBE



CATEGORY	A	B	C	D
LNAV MDA	1480-1 707 (800-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		



LAFAYETTE, GEORGIA
Amdt 1 09295

LAFAYETTE/BARWICK LAFAYETTE (9A5)

34°41'N-85°17'W

RNAV (GPS) RWY 2

SE-4, 21 OCT 2010 to 18 NOV 2010

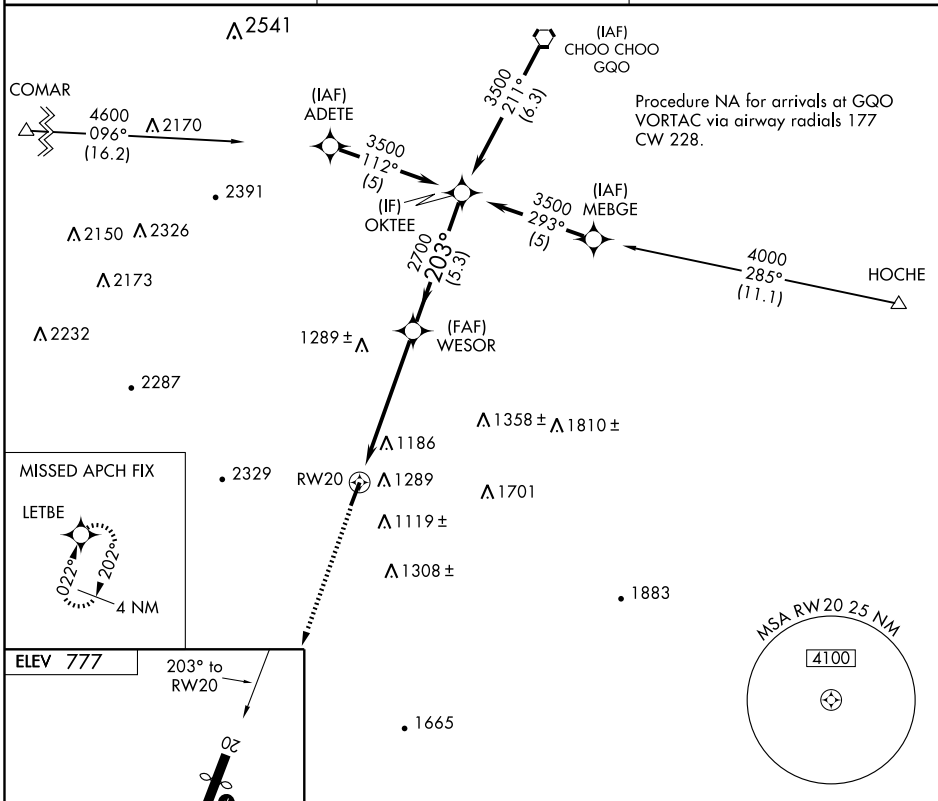
SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS 203°	Rwy Idg TDZE Apt Elev	4900 777 777
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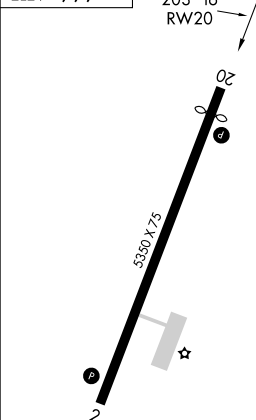
RNAV (GPS) RWY 20

LAFAYETTE/BARWICK LAFAYETTE (9A5)

NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.	MISSED APPROACH: Climb to 3500 direct LETBE and hold.
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ASOS
119.775CHATTANOOGA APP CON★
125.1 379.1UNICOM
122.8 (CTAF) 0

ELEV 777

203° to
RW20

MIRL Rwy 2-20 0

LAFAYETTE, GEORGIA

Amdt 1 09295

3500

↑

LETBE

✦

VGSI and descent angles not coincident.

Procedure Turn NA

WESOR

OKTEE

3500

203°

2700

≤ 3.05°

TCH 40

5.8 NM

5.3 NM

RW20

CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

LAFAYETTE/BARWICK LAFAYETTE (9A5)

RNAV (GPS) RWY 20

34°41'N-85°17'W

LAGRANGE—CALLAWAY (LGC) 3 SW UTC-5(-4DT) N33°00.53' W85°04.36'

ATLANTA

693 B S4 FUEL 100LL, JET A+ TPA-1700(1007) NOTAM FILE LGC

H-9A, 12F, L-181

RWY 13-31: H5600X150 (ASPH-GRVD) S-75, D-100, 2D-100 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.5°TCH 52'.

RWY 31: MALSR. PAPI(P4R)—GA 3.0°TCH 43'.

RWY 03-21: H5000X100 (ASPH) S-45, D-50 0.3% up NE

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat-Sun 1300-2300Z†. Deer on and invof arpt. Glider ops on and invof arpt during dalgt hrs Sat-Sun. MIRL Rwy 13-31 and REIL Rwy 13 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE MALSR Rwy 31, PAPI Rwys 13 and 31 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.325 (706) 845-0677. HIWAS 115.6 LGC.

COMMUNICATIONS: CTAF/UNICOM 122.975

RCO 122.1R 115.6T (MACON RADIO)

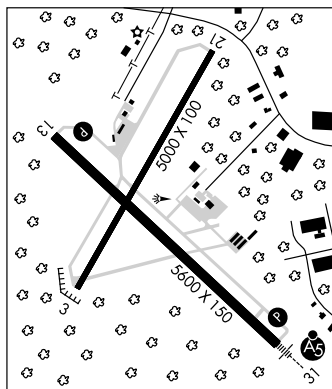
Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1115-0500Z†) CLNC DEL 119.25

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z†)
CLNC DEL 120.45

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

(H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37'
109° 7.2 NM to fld. 790/01E. HIWAS.

ILS 110.9 I-GNK Rwy 31. Class IA. Glide Slope unusable byd 5° left of localizer course. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 ceiling unreliable.**LAWRENCEVILLE****GWINNETT CO—BRISCOE FLD** (LZU) 2 NE UTC-5(4DT) N33°58.68' W83°57.74'

ATLANTA

1061 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

H-9B, 12G, L-181, A

NOTAM FILE LZU

IAP, AD

RWY 07-25: H6000X100 (ASPH) S-45, D-60 HIRL 0.5% up W

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 25: MALSR. PAPI(P2L)—GA 3.0° TCH 48'. Pole.

AIRPORT REMARKS: Attended continuously. TPA for lgt acft 2100(1039), TPA for jet and turbo prop acft 2600(1539). Twy T has NSTD marking, does not meet Design GP II std. When twr clsd HIRL Rwy 07-25 preset on low ints, to increase and ACTIVATE MALSR Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 (770) 339-7753. LAWRS.**COMMUNICATIONS:** CTAF 124.1 ATIS 132.275

UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 126.975 CLNC DEL 134.0 (When twr clsd)
TOWER 124.1 (1200-0200Z†) GND CON 121.8

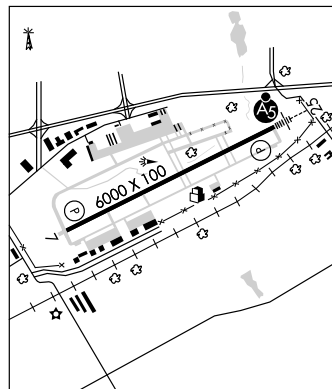
CLNC DEL 121.8.

AIRSPACE: CLASS D svc 1200-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'
W84°26.11' 048° 31.6 NM to fld. 1000/00E.

GWNET NDB (LOM) 419 TX N34°01.20' W83°51.77' 246° 5.6
NM to fld.

ILS 109.95 I-TXP Rwy 25. Class IB. LOM GWNET NDB. Localizer unmonitored. GS unusable byd 4° rgt of



LOC I-GNK 110.9	APP CRS 311°	Rwy Idg TDZE Apt Elev	5600 681 694
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ILS or LOC RWY 31

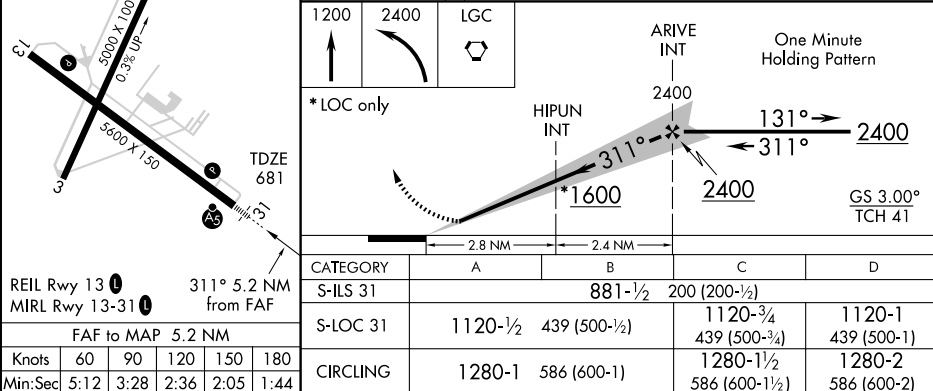
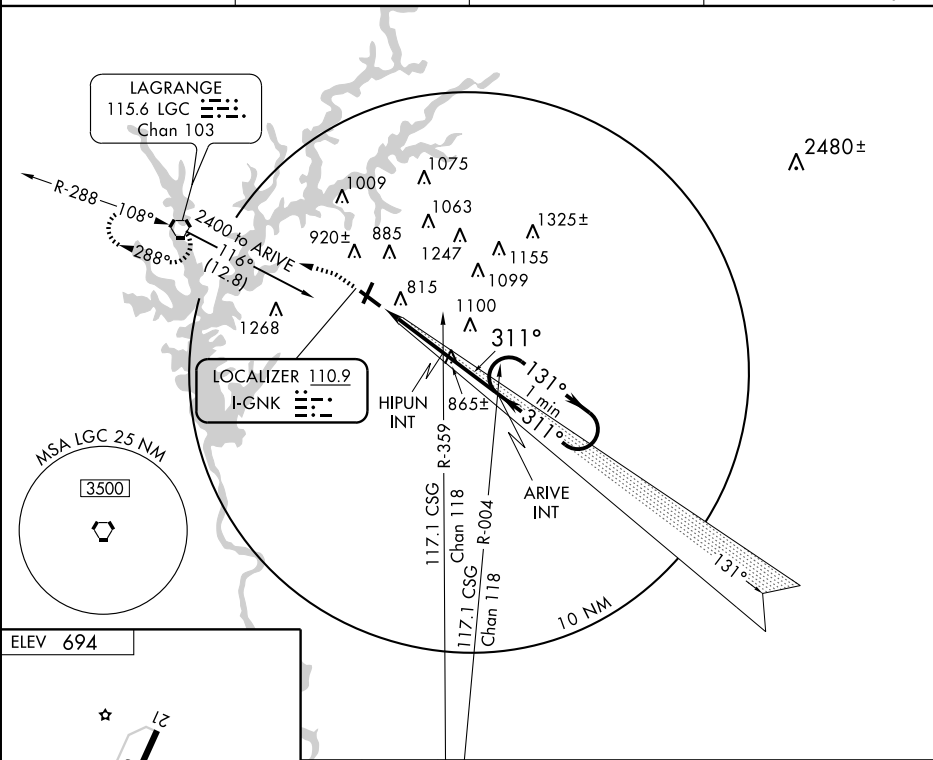
LAGRANGE-CALLAWAY (LGC)

When local altimeter setting not received use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase S-ILS 31 all Cats, S-LOC 31 Cat C and D, Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile. When using Columbus altimeter setting; for inoperative MALSR, increase S-ILS 31 all Cats visibility to 1¼ mile.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.

AWOS-3 126.325	ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 119.25	UNICOM 122.975 (CTAF) 0
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WAAS CH 53616 W03A	APP CRS 028°	Rwy Idg 5000 TDZE 684 Apt Elev 694
--	------------------------	---

RNAV (GPS) RWY 3

LAGRANGE-CALLAWAY (LGC)

▼ Baro-VNAV NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct COGED and left turn via track 288° to WERTU and hold.

AWOS-3

126.325

ATLANTA APP CON★

125.5 323.1

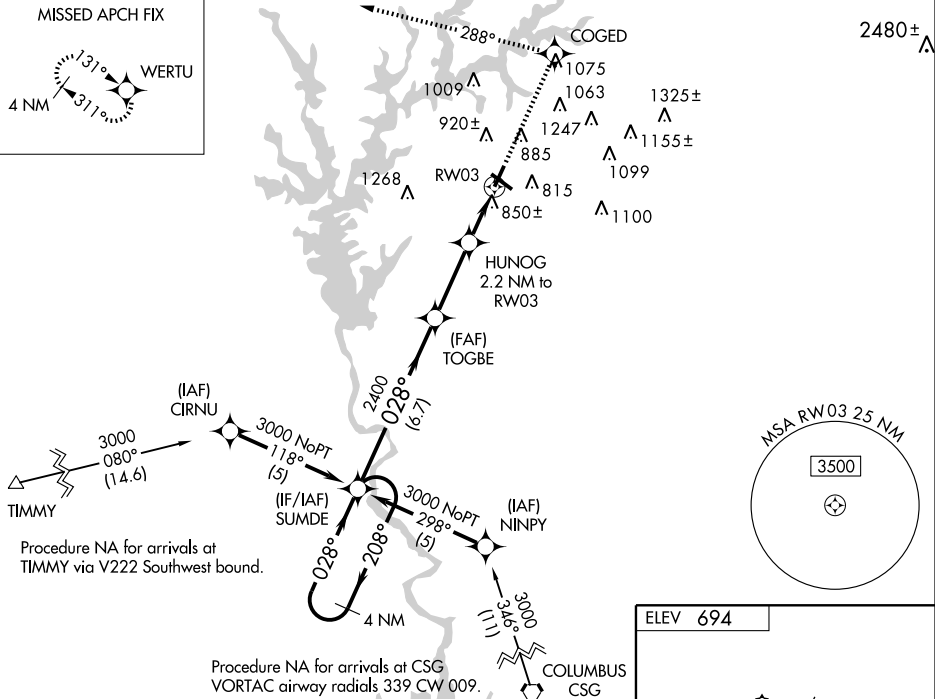
CLNC DEL

119.25

UNICOM

122.975 (CTAF) ①

MISSED APCH FIX



Procedure NA for arrivals at
TIMMY via V222 Southwest bound.

Procedure NA for arrivals at CSG
VORTAC airway radials 339 CW 009.

ELEV 694

4 NM
Holding Pattern

3000

← 208°

→ 028°

GS 3.00°
TCH 60

SUMDE

← 208°

→ 028°

2400

← 6.7 NM

→ 3 NM

→ 2.2 NM

3500

COGED

trk 288°

WERTU

TOGBE

2400

HUNOG

2.2 NM to

RW03

RW03

*1440

*LNAV only.

CATEGORY

A

B

C

D

LPV DA

1112-1½

428 (500-1½)

LNAV/VNAV DA

1164-1¾

480 (500-1¾)

LNAV MDA

1120-1

436 (500-1)

1120-1¼

436 (500-1¼)

CIRCLING

1280-1

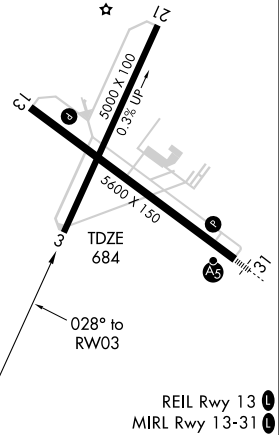
586 (600-1)

1280-1½

586 (600-1½)

1280-2

586 (600-2)



REIL Rwy 13 ①
MRL Rwy 13-31 ①

WAAS CH 40416 W13A	APP CRS 131°	Rwy Idg 5600 TDZE 681 Apt Elev 694
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RNAV (GPS) RWY 13

LAGRANGE-CALLAWAY (LGC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
WAGUS and hold.

AWOS-3
126.325

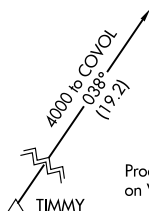
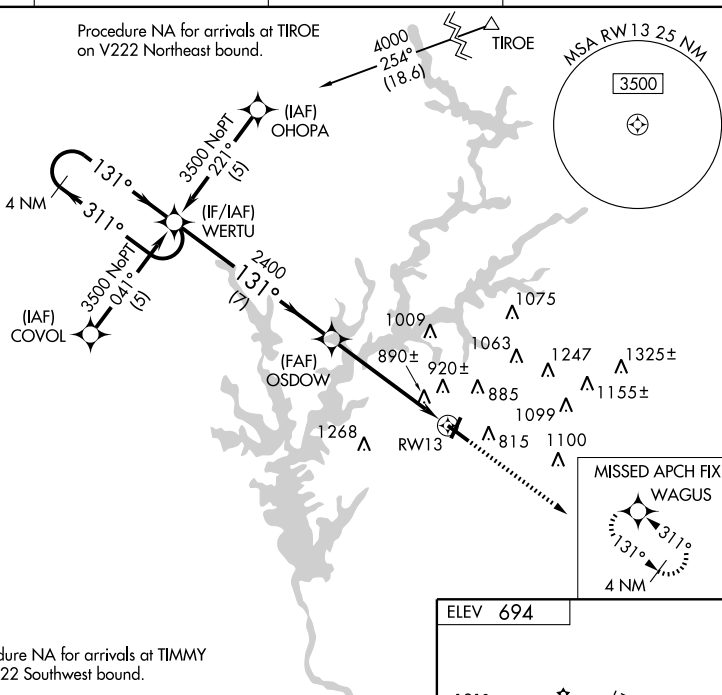
ATLANTA APP CON★
125.5 323.1

CLNC DEL
119.25

UNICOM
122.975 (CTAF) ①

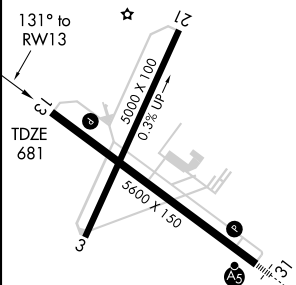
Procedure NA for arrivals at TIROE
on V222 Northeast bound.

1429 **△**



Procedure NA for arrivals at TIMMY
on V222 Southwest bound.

ELEV 694



4 NM
Holding Pattern

WERTU

VGSI and RNAV
glidepath not coincident.

3000

WAGUS

3500

311°

131°

2400

131°

2400

OSDOW

2400

131°

1.1 NM to RWY 13

*INAV only.

RWY 13

GS 3.00°
TCH 52

7 NM

4.1 NM

1.1

CATEGORY	A	B	C	D
LPV DA	1082-1½		401 (400-1½)	
LNAV/VNAV DA	1212-1¾		531 (600-1¾)	
LNAV MDA	1140-1	459 (500-1)	1140-1¼ 459 (500-1¼)	1140-1½ 459 (500-1½)
CIRCLING	1280-1	586 (600-1)	1280-1½ 586 (600-1½)	1280-2 586 (600-2)

REIL Rwy 13 ①
MIRL Rwy 13-31 ①

WAAS CH 82616 W31A	APP CRS 311°	Rwy Idg 5600 TDZE 681 Apt Elev 694
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RNAV (GPS) RWY 31

LAGRANGE-CALLAWAY (LGC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C/D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. For inoperative MALSR when using Columbus altimeter setting, increase LPV all Cats visibility to 1¼ mile.

MALSR



MISSED APPROACH:
Climb to 3500 direct WERTU and hold.

AWOS-3

126.325

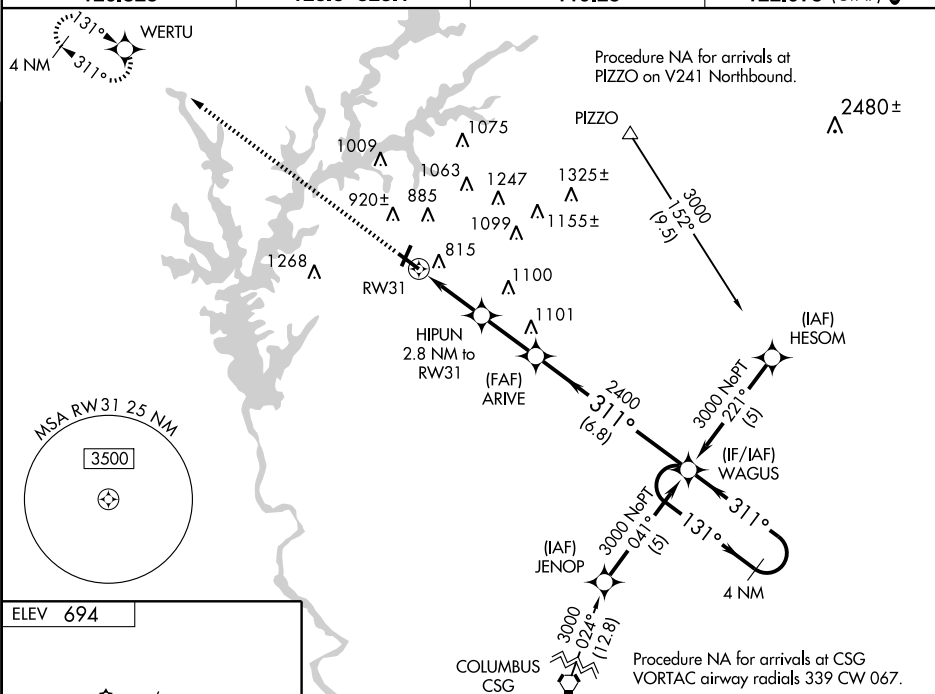
ATLANTA APP CON*

125.5 323.1

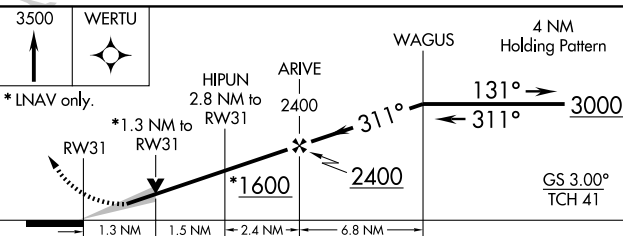
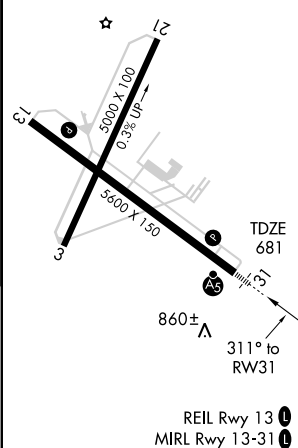
CLNC DEL

119.25

UNICOM

122.975 (CTAF) 0

ELEV 694



CATEGORY	A	B	C	D
LPV DA	881-1½		200 (200-½)	
LNAV/VNAV DA	1130-1		449 (500-1)	
LNAV MDA	1120-½	439 (500-½)	1120-¾ 439 (500-¾)	1120-1 439 (500-1)
CIRCLING	1280-1	586 (600-1)	1280-1½ 586 (600-1½)	1280-2 586 (600-2)

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	108°	TDZE	681
Chan 103		Apt Elev	694

VOR RWY 13

LAGRANGE-CALLAWAY (LGC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet, increase S-13 Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

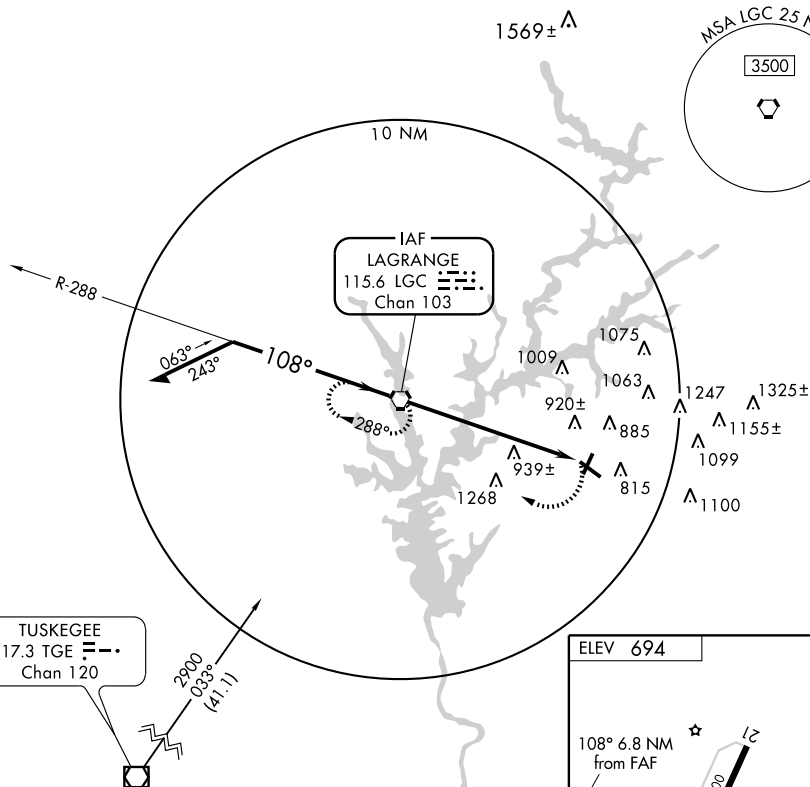
MISSED APPROACH: Climbing right turn to 2900 direct LGC VORTAC and hold.

AWOS-3
126.325

ATLANTA APP CON★
125.5 323.1

CLNC DEL
119.25

UNICOM
122.975 (CTAF) 0



TUSKEGEE
117.3 TGE ---
Chan 120

Remain
within 10 NM

VORTAC

2900

LGC

2900
108°
2900
VGSI and descent
angles not coincident.

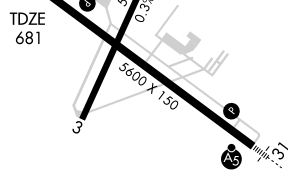
3.01°
TCH 52

LGC
6.8

ELEV 694

108° 6.8 NM
from FAF

TDZE
681



REIL Rwy 13 0

MIRL Rwy 13-31 0

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

10210

AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

AL-5385 (FAA)

LAWRENCEVILLE, GEORGIA

ATIS 132.275
 GWINNETT TOWER ★
 124.1
 GND CON
 121.8
 CLNC DEL
 121.8
 ATLANTA CLNC DEL
 134.0 (when tower closed)

JANUARY 2010
 ANNUAL RATE OF CHANGE
 0.1° W

LANDMARK
 AVIATION
 FBO

COUNTY
 HANGAR

33° 59' N

ELEV
1031

CONTROL
 TOWER

NOTE: When Tower is Closed
 Taxiways D & F one-way SOUTHBOUND.
 Taxiways E & G one-way NORTHBOUND.

AIRCRAFT SPECIALISTS
 JET CENTER
 FBO

RWY 07-25
 S-45, D-60

33° 58' N

83° 58' W

83° 57' W

CAUTION: BE ALERT TO
 RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY
 HOLDING INSTRUCTIONS IS REQUIRED.

1330

AIRPORT DIAGRAM

LAWRENCEVILLE, GEORGIA
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

10210

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

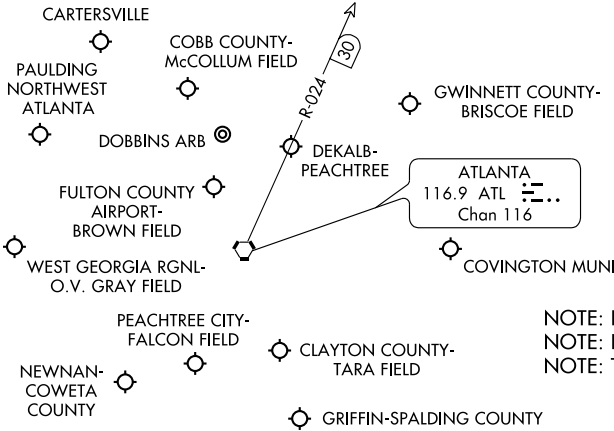
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'

ELECTRIC CITY
108.6 ELW
Chan 23



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

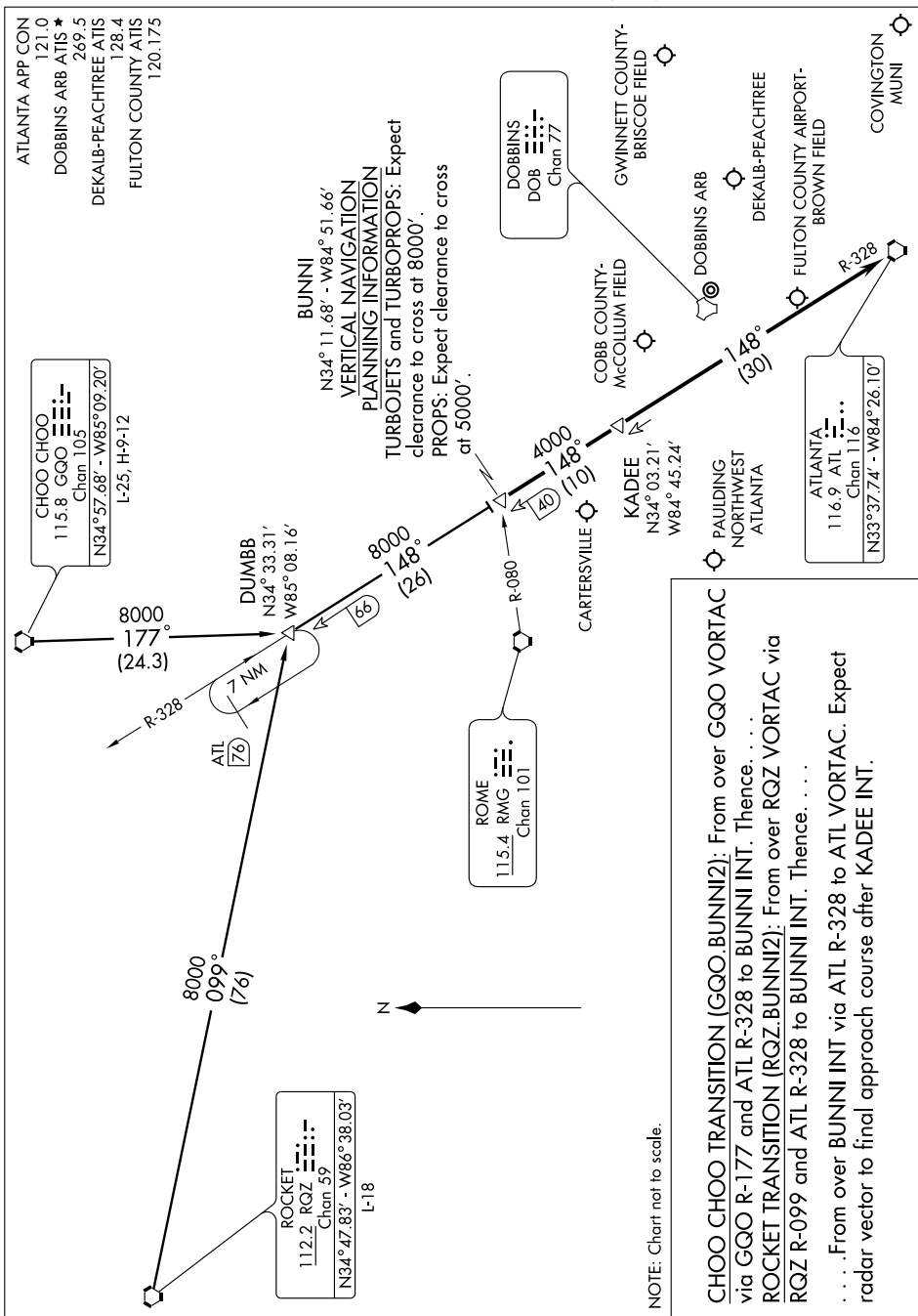
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ST-469 (FAA)

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

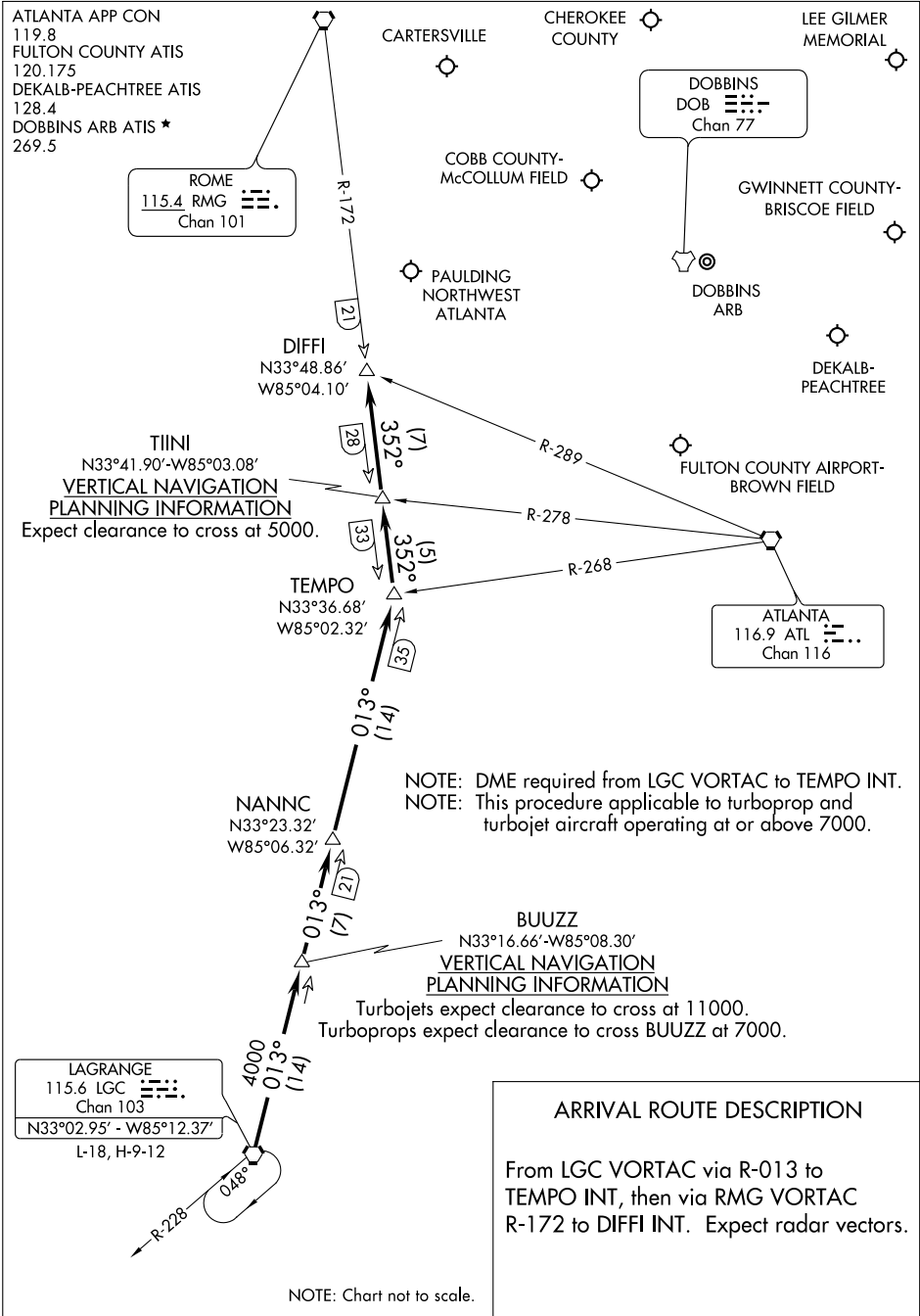
ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

ILS RWY 25

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

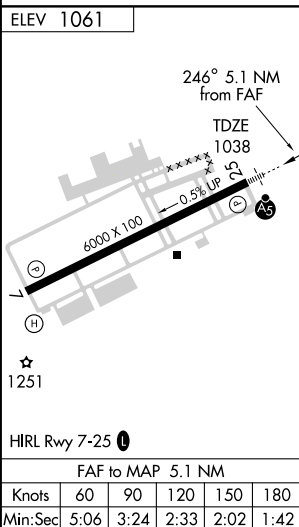
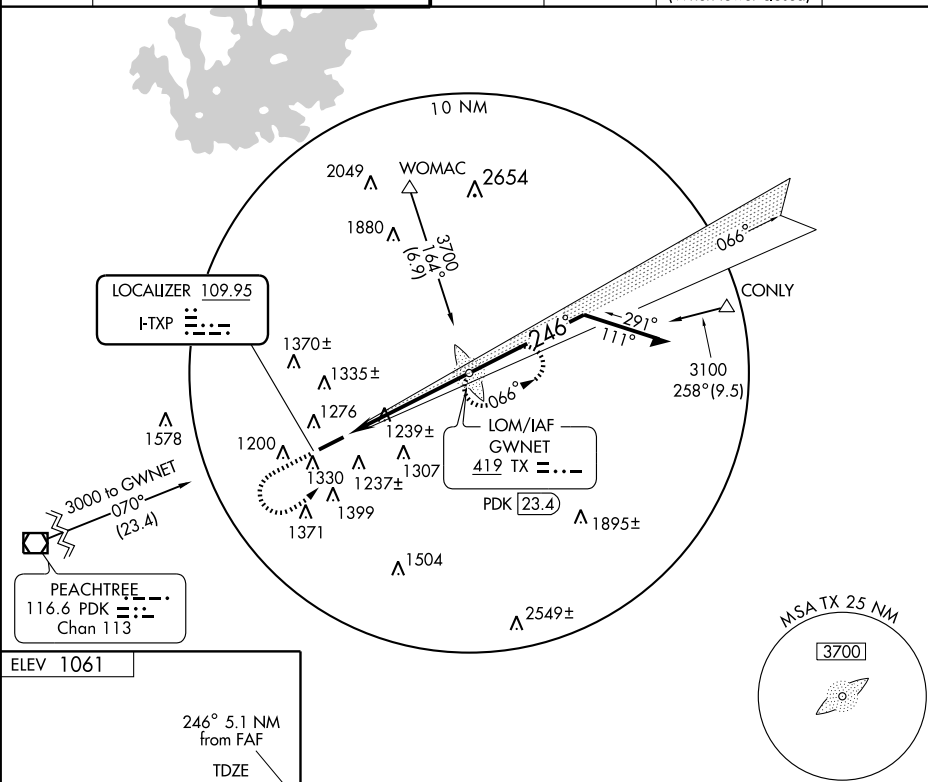
LOC I-TXP 109.95	APP CRS 246°	Rwy Idg TDZE Apt Elev	6000 1038 1061
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V If local altimeter setting not received, use Atlanta altimeter setting and increase all DH/MDAs 200 feet.
Δ NAD ADF REQUIRED. DME from PDK VOR/DME.



MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS 132.275	ATLANTA APP CON 126.975 239.275	GWINNETT TOWER ★ 124.1 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	ATLANTA CLNC DEL 134.0 (When tower closed)	UNICOM 123.05
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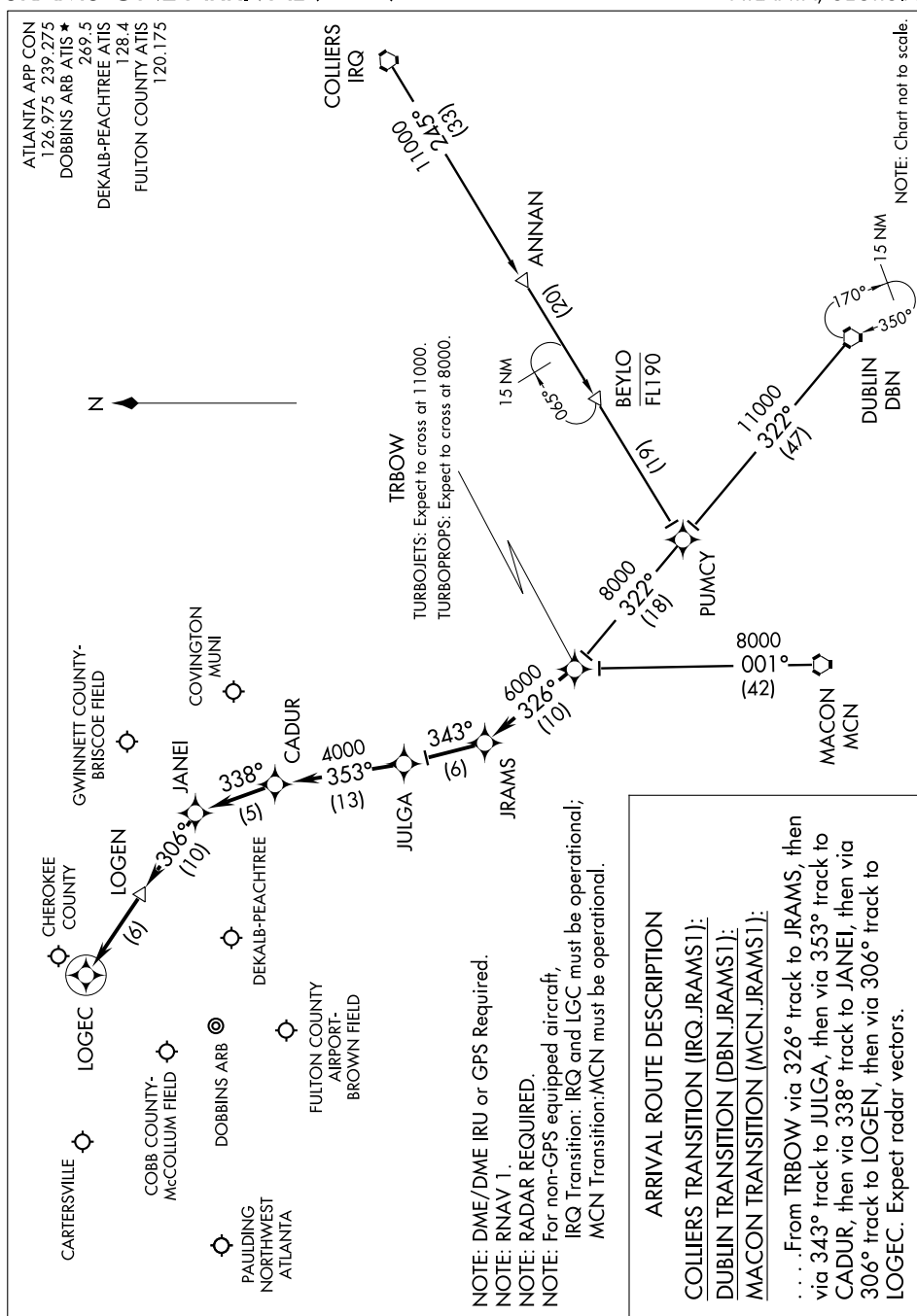


1800	3000	GWNET 419	LOM PDK 23.4	Remain within 10 NM
2717	2800	246°	066°	3000
5.1 NM	GS 3.00° TCH 48			
CATEGORY	A	B	C	D
S-ILS 25		1238-½	200 (200-½)	
S-LOC 25	1500-½	462 (500-½)	1500-¾ 462 (500-¾)	1500-1 462 (500-1)
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4. 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

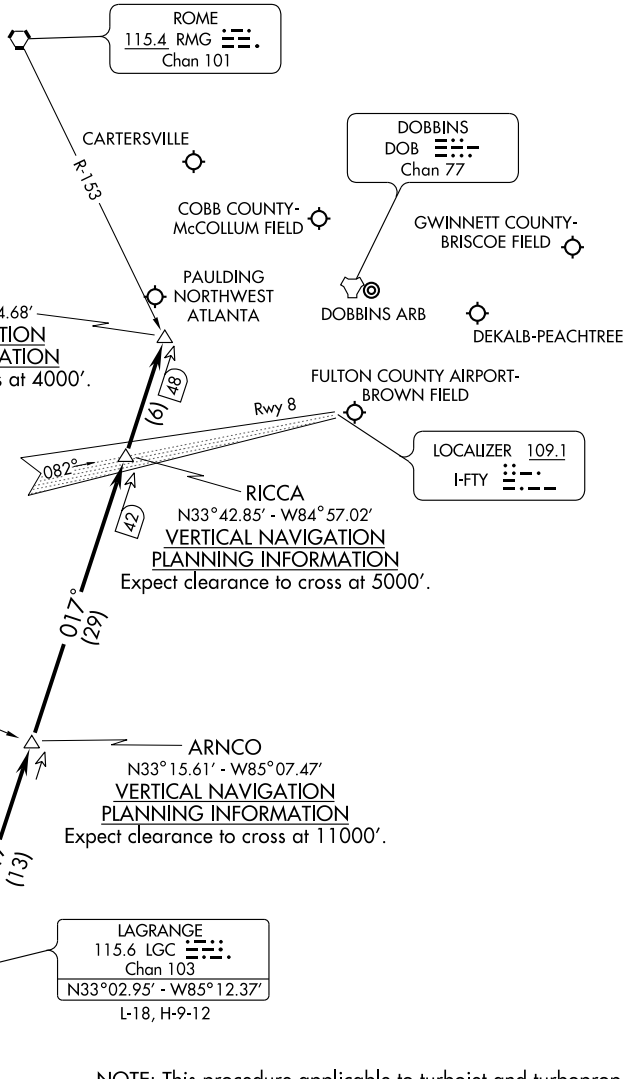
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

LOM TX	APP CRS	Rwy Idg	6000
<u>419</u>	245°	TDZE	1038
		Apt Elev	1061

NDB or GPS RWY 25

LAWRENCEVILLE/ GWINNETT COUNTY-BRISCOE FIELD (LZU)

T **A** **NA** If local altimeter setting not received, use Atlanta altimeter setting and increase all MDAs 200 feet.

MALSR



MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.

ATIS
132.275

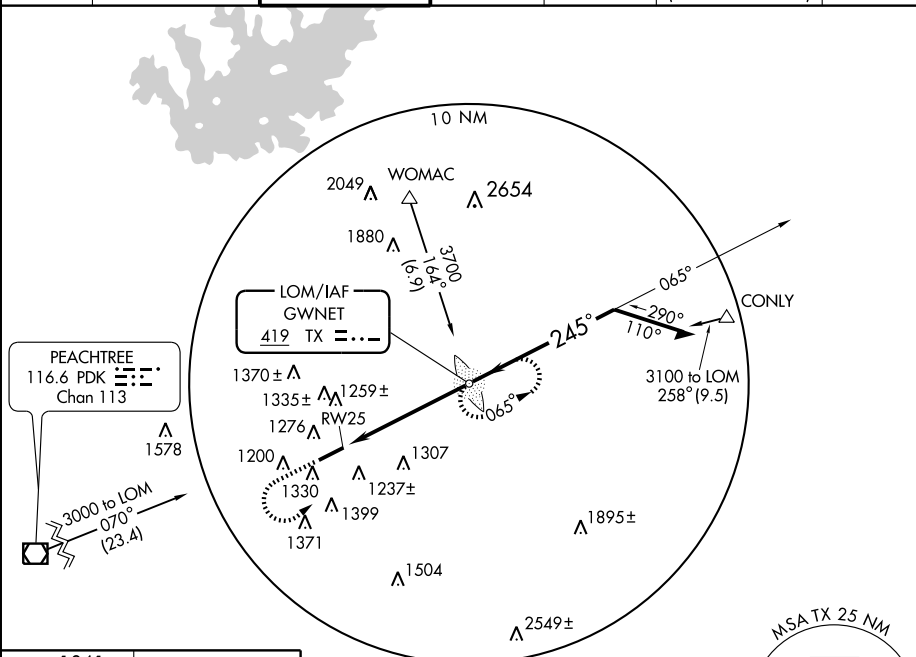
ATLANTA APP CON
126.975 239.275

GWINNETT TOWER ★
124.1 (CTAF) **L**

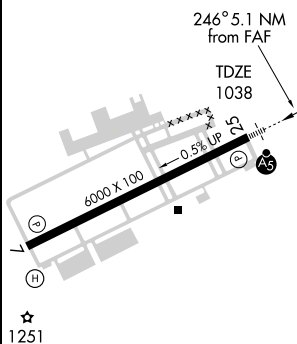
GND CON
121.8

CLNC DEL
121.8

ATLANTA CLNC DEL
134.0
(When tower closed)

UNICOM
123.05

ELEV 1061

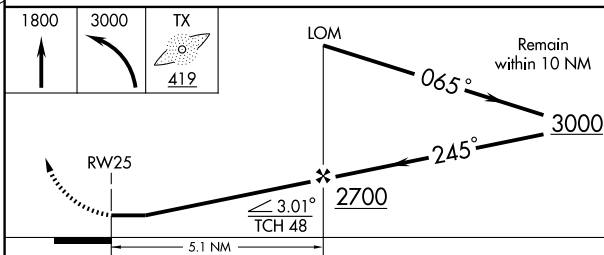
HIRL Rwy 7-25 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LAWRENCEVILLE, GEORGIA

Orig-C 08213



CATEGORY	A	B	C	D
S-25	1600- ³ / ₄	562 (600- ³ / ₄)	1600-1 562 (600-1)	1600-1½ 562 (600-1½)
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

LAWRENCEVILLE/ GWINNETT COUNTY-BRISCOE FIELD (LZU)

33°59'N-83°58'W

NDB or GPS RWY 25

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	1061

RNAV (GPS)-A

LAWRENCEVILLE/ GWINNETT COUNTY-BRISCOE FIELD (LZU)



DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.

ATIS
132.275

ATLANTA APP CON

126,975 239,275

GWINNETT TOWER ★

124.1 (CTAF) **L**

GND CON

121.8

CLNC DEL

121.8

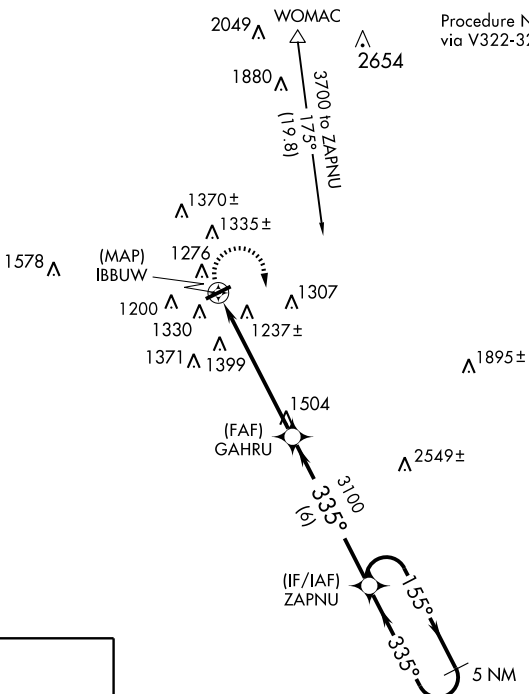
ATLANTA CLNC DEL

134.0
(VA/loop tower closed)

(When tower closed)

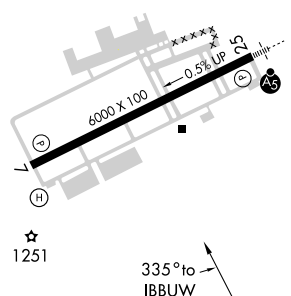
UNICOM

123.05



Procedure NA for arrivals at WOMAC
via V322-325 NE bound.

ELEV 1061

HIRL Rwy 7-25 **L**

LAWRENCEVILLE, GEORGIA

Orig 08213

LAWRENCEVILLE / GWINNETT COUNTY-BRISCOE FIELD (LZ1D)

33° 50' N-83° 58' W

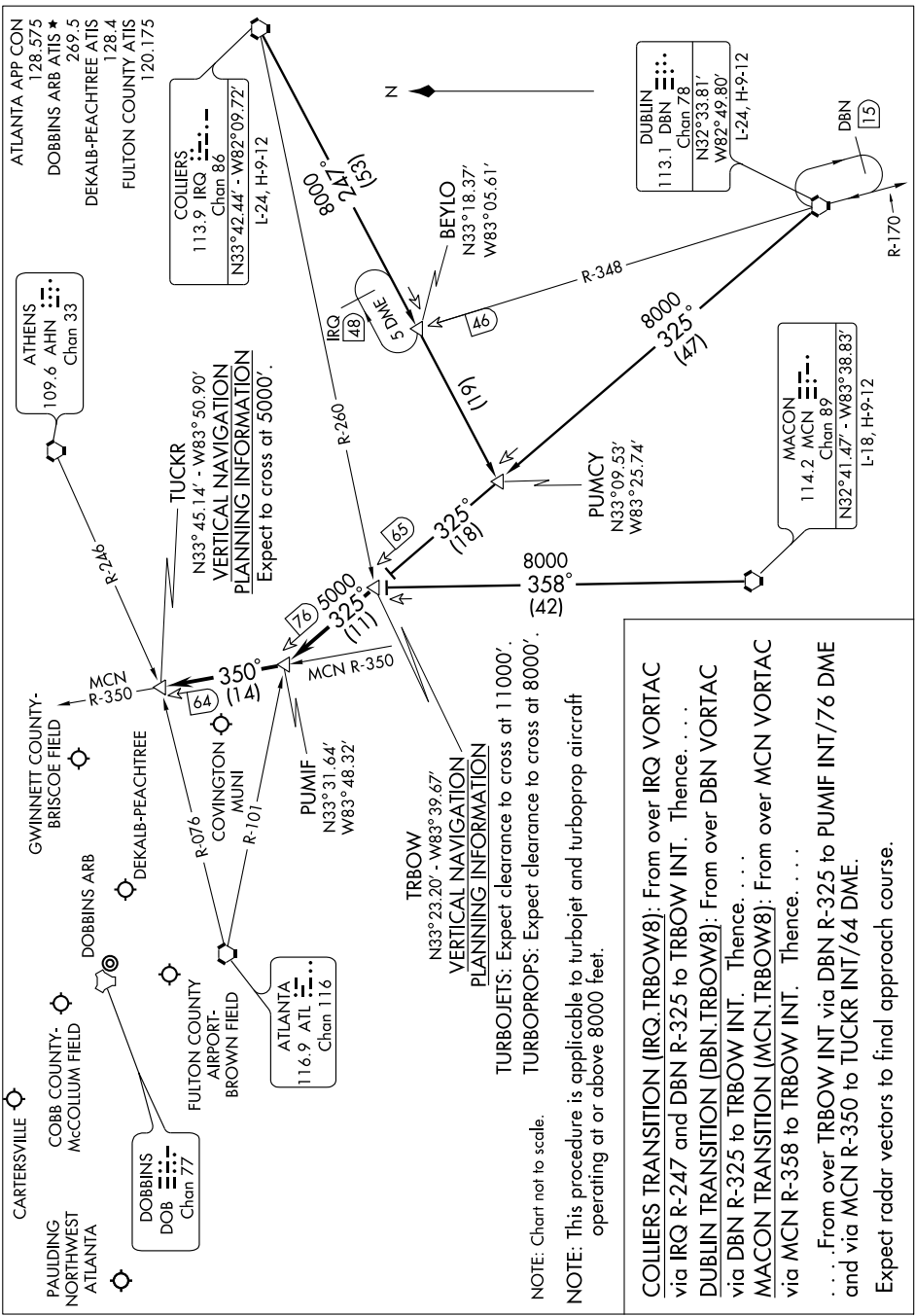
RNAV (GPS)-A

SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW.EIGHTARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



TRBOW EIGHT ARRIVAL (TRBOW.TRBOW8) 10266

ATLANTA, GEORGIA

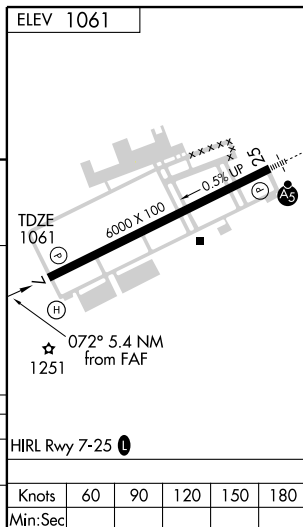
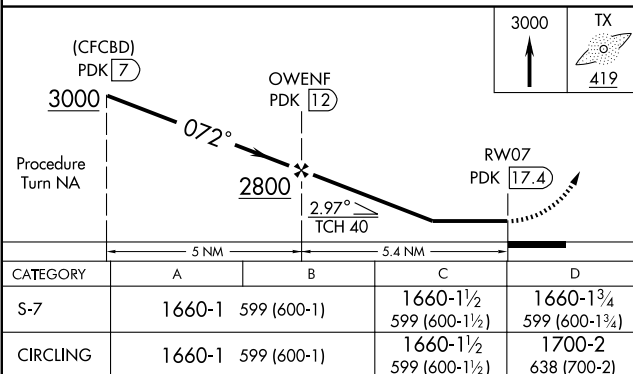
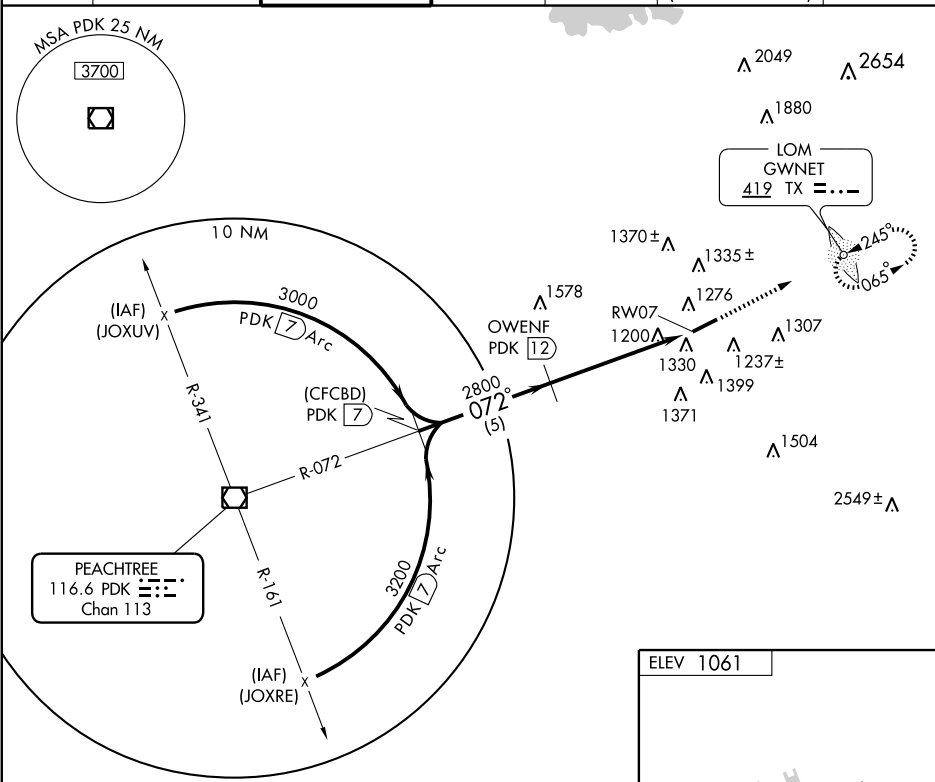
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PDK 116.6 Chan 113	APP CRS 072°	Rwy Idg TDZE Apt Elev	6000 1061 1061
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VOR/DME or GPS RWY 7

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

V NA		ADF REQUIRED	MISSED APPROACH: Climb to 3000 direct TX LOM and hold.			
ATIS 132.275	ATLANTA APP CON 126.975 239.275	GWINNETT TOWER ★ 124.1 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	ATLANTA CLNC DEL 134.0 (When tower closed)	UNICOM 123.05



MACON

MACON DOWNTOWN (MAC) 3 SE UTC-5(-4DT) N32°49.33' W83°33.72'

ATLANTA

437 B S4 FUEL 100LL, JET A+ OX 3,4 NOTAM FILE MCN

L-18J

RWY 10-28: H4696X100 (ASPH) S-20 MIRL

IAP

RWY 10: VASI(V4R). Trees. RWY 28: VASI(V4L). Tree. Rgt tfc.

RWY 15-33: H3614X75 (ASPH) S-20 1.1% up NW

RWY 15: Thld dspcd 1000'. Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1230-0400Z†. 825' MSL radio twr located approximately 1 mile SE of arpt near AER 33. Phone ahead for special request. Call out fees after hrs. ACTIVATE MIRL Rwy 10-28 and VASI Rwy 10 and Rwy 28—CTAF. Ldg fee for certain services.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z†)

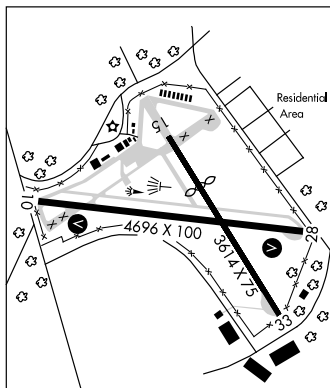
ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

(H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 028° 9 NM to fld. 381/01E.

ILS 111.9 I-MAC Rwy 10. (LOC only) LOC unusable byd 18° N of centerline.



MIDDLE GEORGIA RGNL (MCN) 9 S UTC-5(-4DT) N32°41.57' W83°38.95'

ATLANTA

354 B S4 FUEL 100LL, JET A TPA-1154(800) Class I, ARFF Index A

H-9B, 12F, L-18J

NOTAM FILE MCN

IAP, AD

RWY 05-23: H6501X150 (ASPH-GRVD) S-80, D-128, 2S-175, 2D-237 HIRL 0.4% up NE

RWY 05: MALSR. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 13-31: H5000X150 (ASPH-CONC) S-44, D-65, 2S-82, 2D-110 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 53'. Trees. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 58'. Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6501 TODA-6501 ASDA-6221 LDA-6221

RWY 13: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 23: TORA-6501 TODA-6501 ASDA-6426 LDA-6426

RWY 31: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

AIRPORT REMARKS: Attended 1000-0300Z†. For svc after hrs ctc MAON FSS. Robins AFB class D airspace .4 mile SE of departure end of Rwy 13. VFR acft departure Rwy 13 between 0100-1300Z† are advised to ctc Robins ATCT 133.22 prior to departure. Deer on and invof the arpt. PAEW adjacent to the movement areas from April 1 to November 1 for grass cutting. ACTIVATE REIL Rwy 23, HIRL Rwy 05-23, REIL Rwy 13 and Rwy 31, MIRL Rwy 13-31 and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS 120.775 avbl 0100-1300Z†. (478) 784-8825.

COMMUNICATIONS: CTAF 128.2 ATIS 120.775 UNICOM 122.95

MACON RCO 122.1R 122.2 122.4 (MACON RADIO).

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z†)

MACON TOWER 128.2 (1300-0100Z†) GND CON 121.65

AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

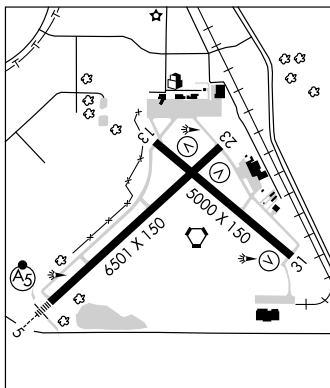
TRSA svc ctc APP CON 20 NM out

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' at fld. 381/01E.

ILS 109.5 I-MCN Rwy 05. Class IE.

COMM/NAV/WEATHER REMARKS: Ctc Macon Radio for airport advisory service on 128.2 when twr is clsd.



LOC I-MAC	APP CRS	Rwy Idg	4696
<u>111.9</u>	102°	TDZE	430
		Apt Elev	437

LOC RWY 10

MACON DOWNTOWN (MAC)

V Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

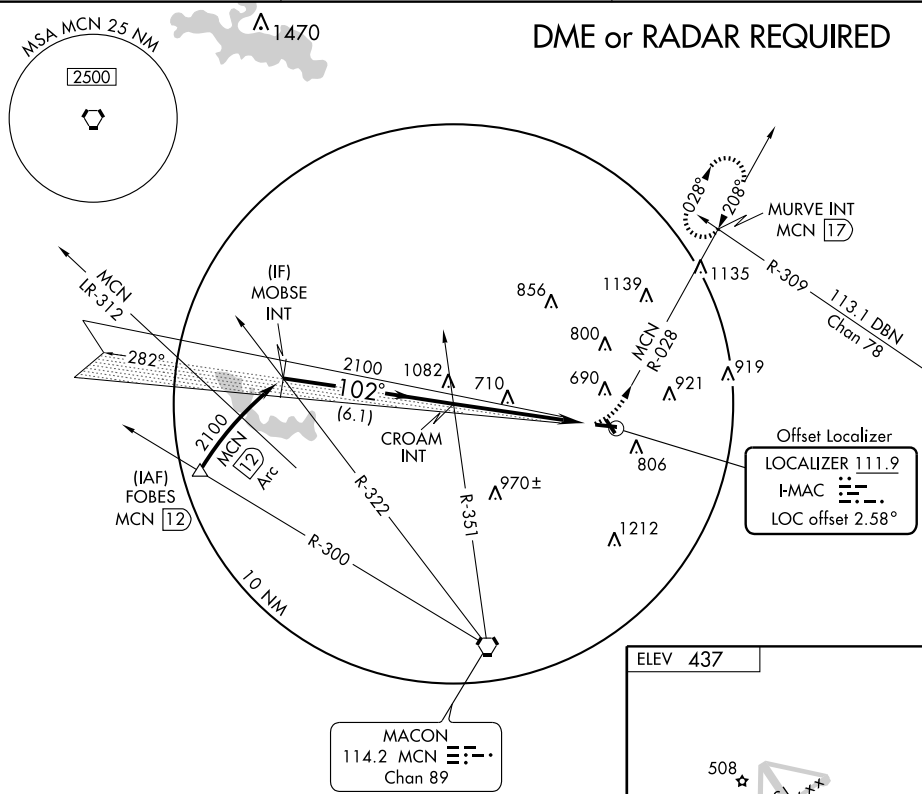
MISSED APPROACH: Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★
120.775

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) **L**

DME or RADAR REQUIRED



Procedure	MOBSE
Turn	INT
NA	

2100

CROAM

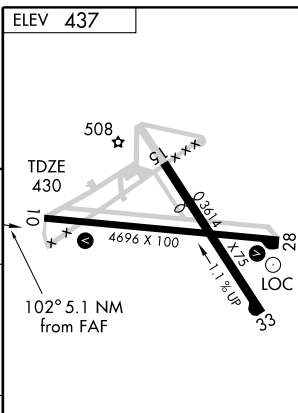
0100

VGSI and descent angles not coincident.

$$\frac{3.04^\circ}{\text{TCH } 40}$$

2200
MCN R-028
1140

MURVE

MIRL Rwy 10-28 **L**

FAF to MAP 5.1 NM

CATEGORY	A	B	C	D
S-10	1060-1	630 (700-1)	1060-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	1060-2 630 (700-2)
CIRCLING	1200-1 763 (800-1)	1200-1 $\frac{1}{4}$ 763 (800-1 $\frac{1}{4}$)	1200-2 $\frac{1}{4}$ 763 (800-2 $\frac{1}{4}$)	1320-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

MACON, GEORGIA

Amdt 6A 09351

MACON DOWNTOWN (MAC)

LOC RWY 10

32°49'N-83°34'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4696
099°	TDZE	430
	Apt Elev	437

RNAV (GPS) RWY 10

MACON DOWNTOWN (MAC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

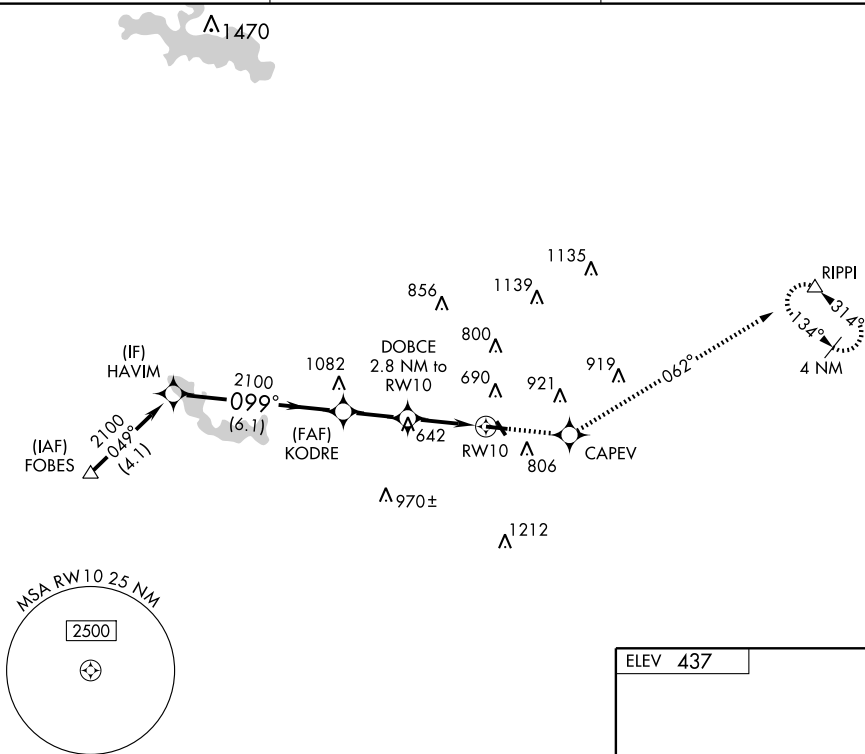
▲ NA

MISSED APPROACH: Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

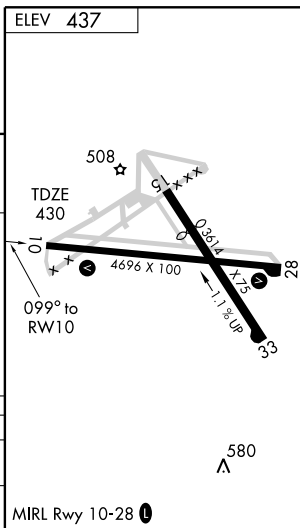
MIDDLE GEORGIA RGNL ASOS ★
120.775

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) 0



	HAVIM	KODRE	DOBCE 2.8 NM to RW10	RW10	RIPPI
Procedure Turn NA	2100	2100	1340		
	VGS1 and descent angles not coincident.		3.06° TCH 40		
	6.1 NM		2.3 NM	2.8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	980-1	550 (600-1)	980-1½ 550 (600-1½)	980-1¾ 550 (600-1¾)	
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)	



APP CRS	Rwy Idg	4696
279°	TDZE	430
	Apt Elev	437

RNAV (GPS) RWY 28

MACON DOWNTOWN (MAC)

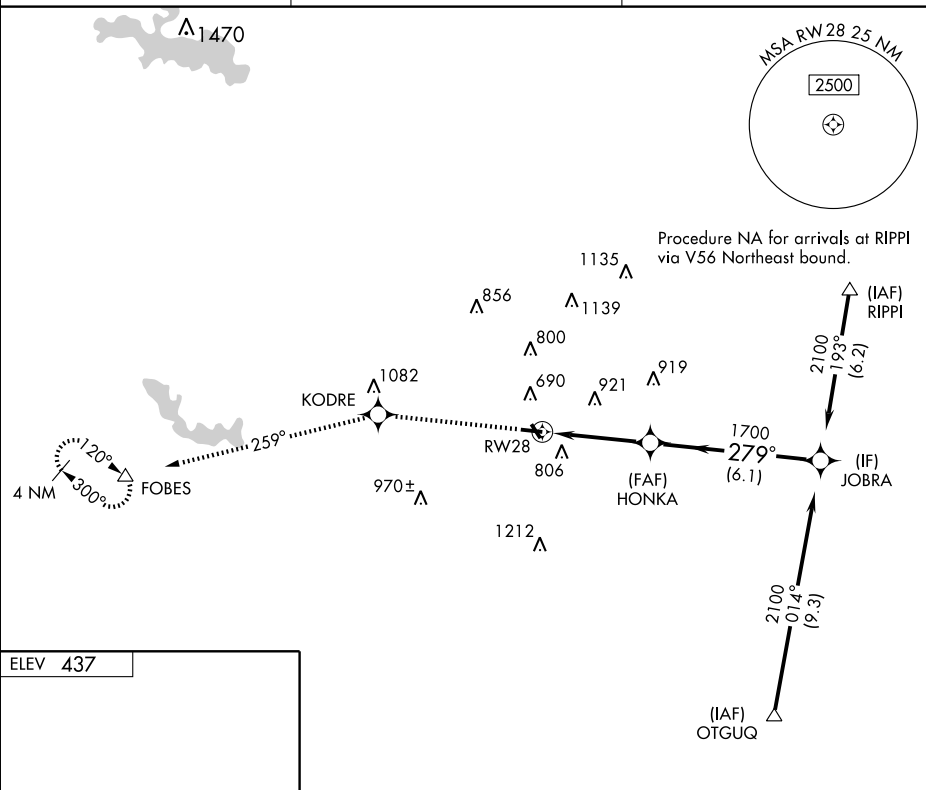
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

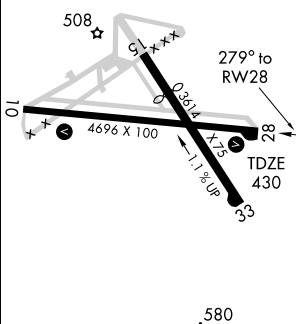
MIDDLE GEORGIA RGNL ASOS ★
120.775

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) **L**



ELEV 437



MIRL Rwy 10-28 **L**
MACON, GEORGIA
Orig 09351

MACON DOWNTOWN (MAC)
RNAV (GPS) RWY 28

32°49'N-83°34'W

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC MCN 114.2 Chan 89	APP CRS 028°	Rwy Idg TDZE Apt Elev	N/A N/A 437
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VOR-A

MACON DOWNTOWN (MAC)

▼ Use Middle Georgia Rgnl altimeter setting; when not received, use
▲ NA Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2200
via MCN VORTAC R-028 to MURVE
Int/MCN 17 DME and hold.

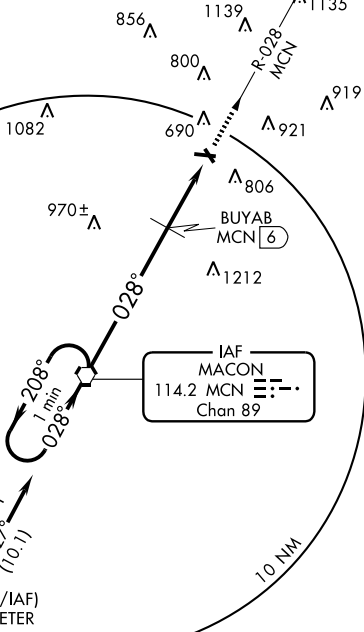
MIDDLE GEORGIA RGNL ASOS ★
120.775

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) 0

MSA MCN 25 NM

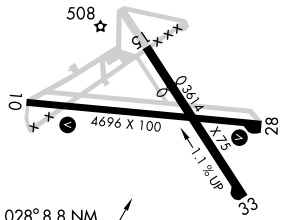
[2500]



IAF
MACON
114.2 MCN
Chan 89

ELEV 437

MIRL Rwy 10-28 0

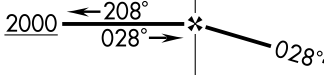


028° 8.8 NM
from FAF

580
▲

One Minute
Holding Pattern

VORTAC



*1300 when using Robins
AFB altimeter setting.

*1280

2200
MCN R-028
114.2

MURVE
INT

BUYAB
MCN [6]

MCN [8.8]

6 NM 2.8 NM

CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

MACON, GEORGIA

Amdt 6 09351

32°49'N-83°34'W

MACON DOWNTOWN (MAC)

VOR-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MCN 114.2 Chan 89	APP CRS 208°	Rwy Idg TDZE Apt Elev N/A N/A 437
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VOR/DME-B

MACON DOWNTOWN (MAC)

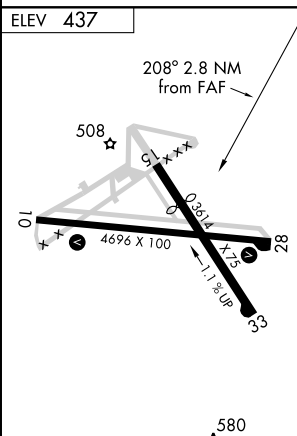
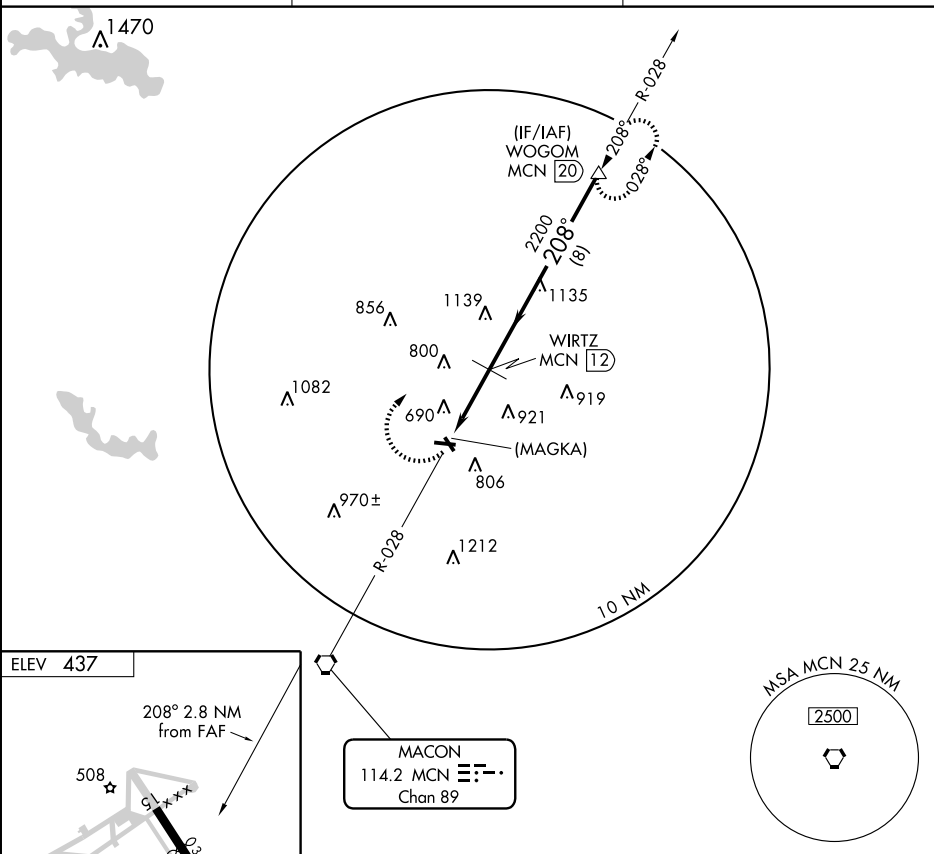
▼ Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.
▲ NA

MISSED APPROACH: Climbing right turn to 3000 via MCN VORTAC R-028 to WOGOM/MCN 20 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★
120.775

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) 0



CATEGORY	A		B		C		D	
	1260-1 823 (900-1)		1260-1¼ 823 (900-1¼)		1260-2½ 823 (900-2½)		1320-3 883 (900-3)	

AIRPORT DIAGRAM

AL-243 (FAA)

MACON/ MIDDLE GEORGIA RGNL (MCN)
MACON, GEORGIA

ATIS
120.775
MACON TOWER ★
128.2 257.8
GND CON
121.65

D

VAR 45° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

565
FIRE STATION
CONTROL TOWER
ASA COMPLEX
TERMINAL
MAIN RAMP

32° 42.0' N

FIELD
ELEV
354

HOT CARGO
AREA

ZANTOP
COMPLEX

CHARTER
MEDICAL
HANGAR

052.8°
ELEV
331

0.4% UP

6501 X 150

RWY 05-23
S-80, D-128, 2S-175, 2D-237
RWY 13-31
S-44, D-65, 2S-82, 2D-110

5000 X 150
ELEV
346

SOUTH RAMP

BOEING COMPLEX

32° 41.0' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83° 39.5' W

83° 39.0' W

83° 38.5' W

AIRPORT DIAGRAM

MACON, GEORGIA
MACON/ MIDDLE GEORGIA RGNL (MCN)

10210

SE-4, 21 OCT 2010 to 18 NOV 2010

MACON

MACON DOWNTOWN (MAC) 3 SE UTC-5(-4DT) N32°49.33' W83°33.72'

ATLANTA

437 B S4 FUEL 100LL, JET A+ OX 3.4 NOTAM FILE MCN

L-18J

RWY 10-28: H4696X100 (ASPH) S-20 MIRL

IAP

RWY 10: VASI(V4R). Trees. RWY 28: VASI(V4L). Tree. Rgt tfc.

RWY 15-33: H3614X75 (ASPH) S-20 1.1% up NW

RWY 15: Thld disp'd 1000'. Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1230-0400Z†. 825' MSL radio twr located approximately 1 mile SE of arpt near AER 33. Phone ahead for special request. Call out fees after hrs. ACTIVATE MIRL Rwy 10-28 and VASI Rwy 10 and Rwy 28—CTAF. Ldg fee for certain services.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z†)

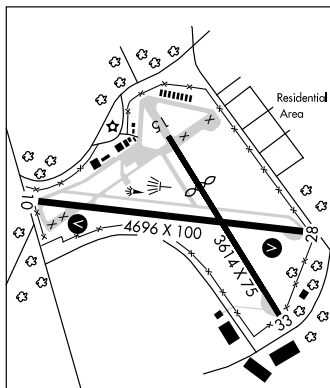
ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

(H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 028° 9 NM to fld. 381/01E.

ILS 111.9 I-MAC Rwy 10. (LOC only) LOC unusable byd 18° N of centerline.



MIDDLE GEORGIA RGNL (MCN) 9 S UTC-5(-4DT) N32°41.57' W83°38.95'

ATLANTA

354 B S4 FUEL 100LL, JET A TPA-1154(800) Class I, ARFF Index A

H-9B, 12F, L-18J

NOTAM FILE MCN

IAP, AD

RWY 05-23: H6501X150 (ASPH-GRVD) S-80, D-128, 2S-175, 2D-237 HIRL 0.4% up NE

RWY 05: MALSR. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 13-31: H5000X150 (ASPH-CONC) S-44, D-65, 2S-82, 2D-110 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 53'. Trees. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 58'. Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6501 TODA-6501 ASDA-6221 LDA-6221

RWY 13: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 23: TORA-6501 TODA-6501 ASDA-6426 LDA-6426

RWY 31: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

AIRPORT REMARKS: Attended 1000-0300Z†. For svc after hrs ctc MAON FSS. Robins AFB class D airspace .4 mile SE of departure end of Rwy 13. VFR acft departure Rwy 13 between 0100-1300Z† are advised to ctc Robins ATCT 133.22 prior to departure. Deer on and invof the arpt. PAEW adjacent to the movement areas from April 1 to November 1 for grass cutting. ACTIVATE REIL Rwy 23, HIRL Rwy 05-23, REIL Rwy 13 and Rwy 31, MIRL Rwy 13-31 and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS 120.775 avbl 0100-1300Z†. (478) 784-8825.

COMMUNICATIONS: CTAF 128.2 ATIS 120.775 UNICOM 122.95

MACON RCO 122.1R 122.2 122.4 (MACON RADIO).

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z†)

MACON TOWER 128.2 (1300-0100Z†) GND CON 121.65

AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

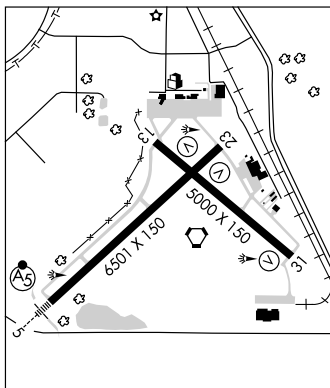
TRSA svc ctc APP CON 20 NM out

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' at fld. 381/01E.

ILS 109.5 I-MCN Rwy 05. Class IE.

COMM/NAV/WEATHER REMARKS: Ctc Macon Radio for airport advisory service on 128.2 when twr is clsd.



LOC I-MCN 109.5	APP CRS 051°	Rwy Idg TDZE Apt Elev	6221 345 354
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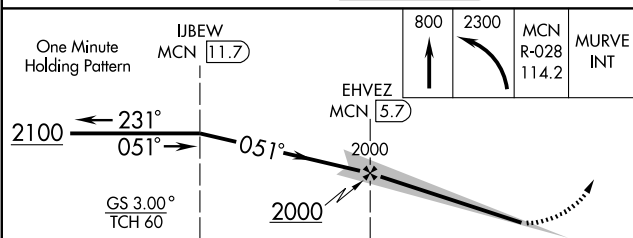
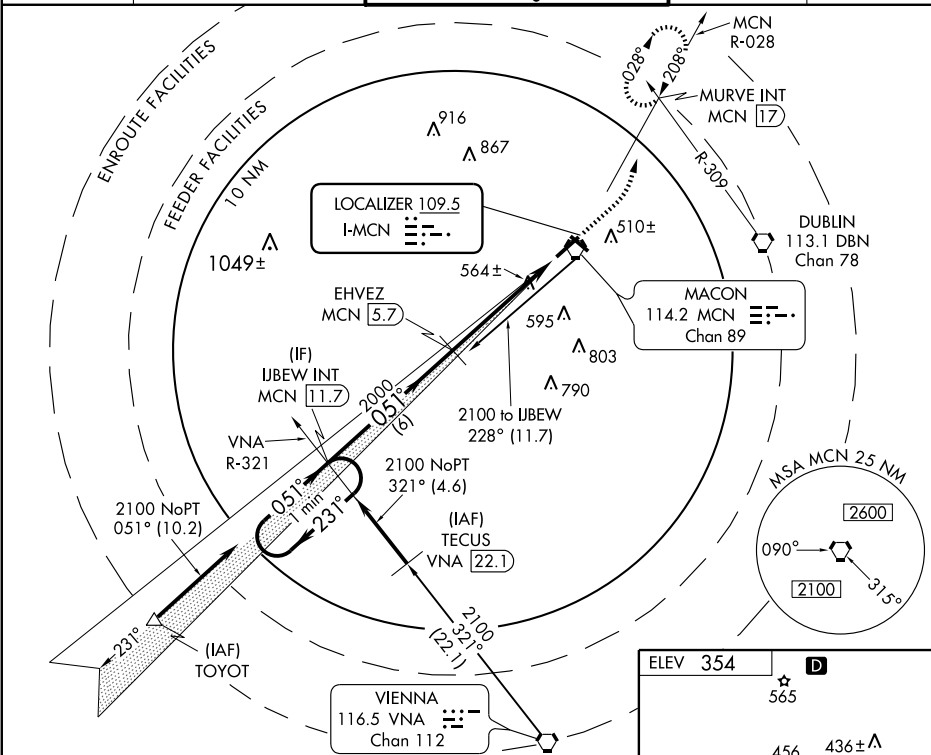
ILS or LOC/DME RWY 5

MACON/MIDDLE GEORGIA RGNL (MCN)

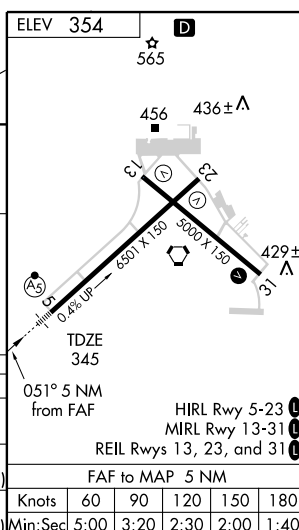
⚠ When VGSI inop, circling to Rwy 13-31 NA at night. DME from MCN VORTAC.
 ⚠ Simultaneous reception of I-MCN and MCN DME required. For inoperative MALSR increase S-ILS Cat. E visibility to RVR 4000 and S-LOC Cat E visibility to 2 1/4.
 * Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
 MISSED APPROACH: Climb to 800 then climbing left turn to 2300 via MCN R-028 to MURVE Int/MCN 17 DME and hold.

ATIS 120.775	ATLANTA APP CON * 124.2 279.6	MACON TOWER * 128.2 (CTAF) 0 257.8	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 5	* 545/24 200 (200-1/2)				
S-LOC 5	960/50 615 (700-1)	960/60 615 (700-1 1/4)	960-1 1/2 615 (700-1 1/2)	960-1 3/4 615 (700-1 3/4)	
CIRCLING	960-1 606 (700-1)	960-1 3/4 606 (700-1 3/4)	960-2 606 (700-2)	1160-2 3/4 806 (900-2 3/4)	



WAAS CH 97315 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev	6221 345 354
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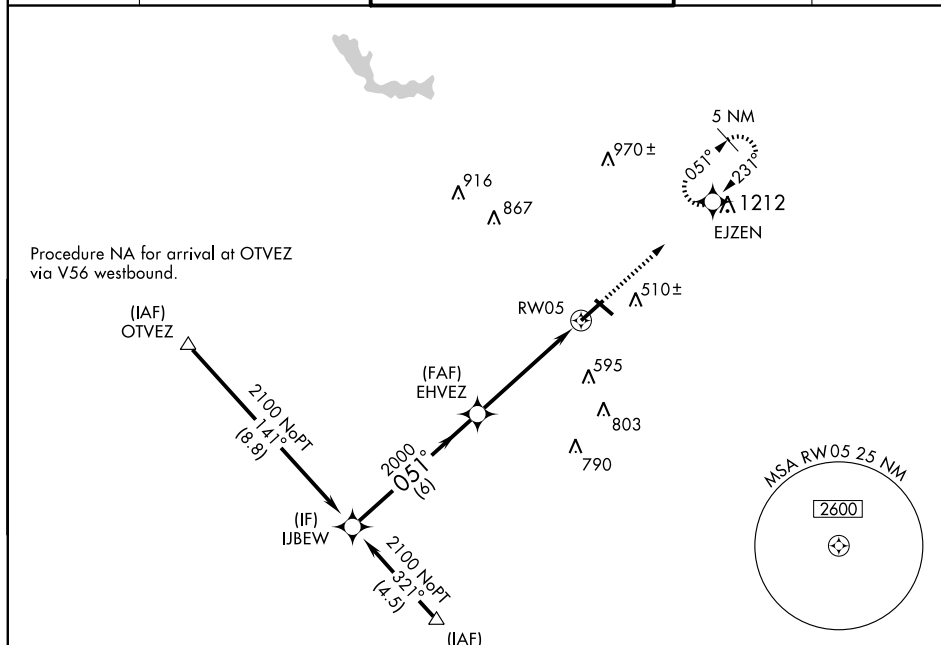
RNAV (GPS) RWY 5 MACON/MIDDLE GEORGIA RGNL (MCN)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
 When VGSI inop, circling Rwy 13, 31 NA at night.
 For inoperative MALSR, increase LPV visibility to RVR 4000, all Cats.

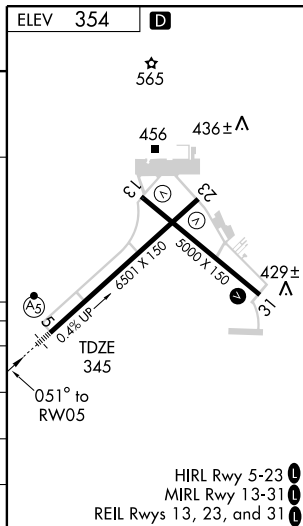
MALSR

MISSED APPROACH: Climb to
 2300 direct EJZEN and hold.

ATIS 120.775	ATLANTA APP CON ★ 124.2 279.6	MACON TOWER ★ 128.2 (CTAF) 257.8	GND CON 121.65	UNICOM 122.95
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IJBEW 2100 Procedure Turn NA GS 3.00° TCH 60	2300 EJZEN			
	051° 2000 *1.5 NM to RWY 05 *LNAV only			
CATEGORY	A	B	C	D
LPV DA	595/24 250 (300-1/2)			
LNAV/VNAV DA	883-1 1/2 538 (600-1 1/2)			
LNAV MDA	860/24 515 (600-1/2)	860/50 515 (600-1)	860/60 515 (600-1 1/4)	
CIRCLING	900-2 546 (600-2)		920-2 566 (600-2)	



APP CRS
133°

Rwy Idg
TDZE
Apt Elev

5000
354
354

RNAV (GPS) RWY 13

MACON/MIDDLE GEORGIA RGNL (MCN)

▼ DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.
When VGSI inoperative, circling Rwy 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct OTVEZ and hold.

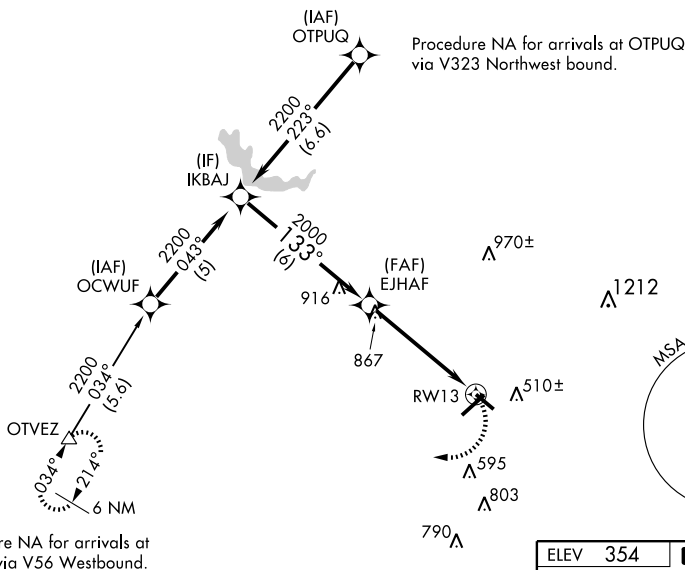
ATIS
120.775

ATLANTA APP CON ★
124.2 279.6

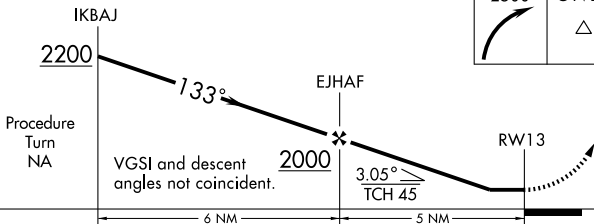
MACON TOWER ★
128.2 (CTAF) 257.8

GND CON
121.65

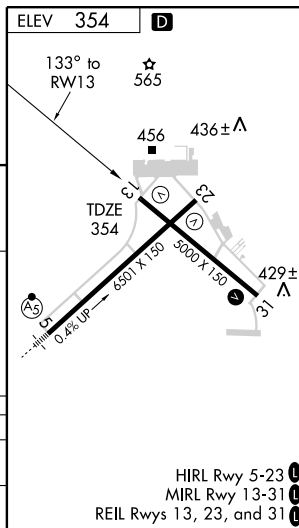
UNICOM
122.95



Procedure NA for arrivals at OTVEZ via V56 Westbound.



CATEGORY	A	B	C	D
LNNAV MDA	820-1	466 (500-1)	820-1½ 466 (500-1½)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)



WAAS
CH **40419**
W23A

APP CRS
231°

Rwy ldg
TDZE
Apt Elev

6426
354
354

RNAV (GPS) RWY 23

MACON/MIDDLE GEORGIA RGNL (MCN)

When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IJBEW and hold.

ATIS
120.775

ATLANTA APP CON ★
124.2 279.6

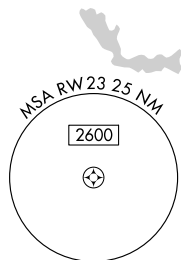
MACON TOWER ★
128.2 (CTAF) 257.8

GND CON
121.65

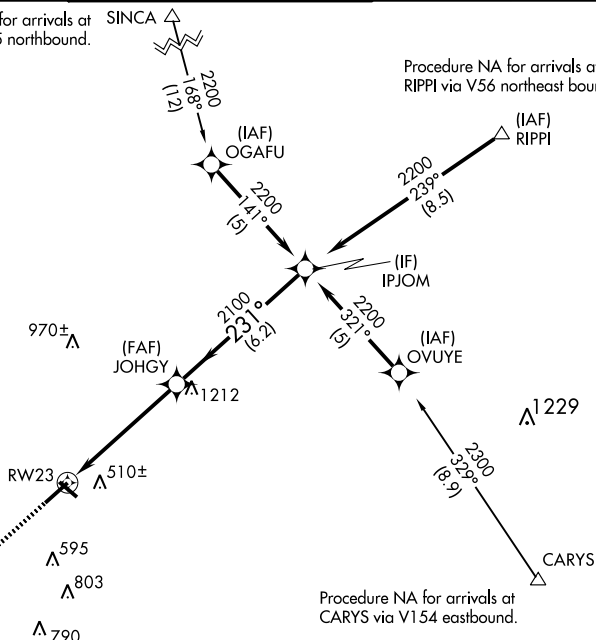
UNICOM
122.95

Procedure NA for arrivals at SINCA via V35 northbound.

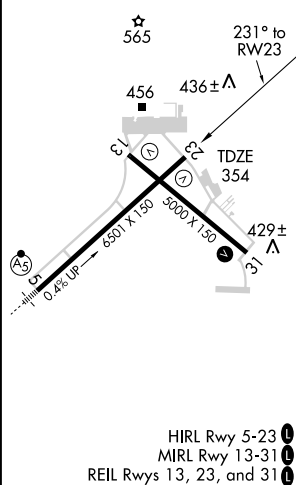
Procedure NA for arrivals at RIPPI via V56 northeast bound.



MISSED APCH FIX



ELEV 354



2100

↑

IJBEW

△

JOHGY

2100

IPJOM

2200

231°

2100

Procedure Turn NA

GS 3.00°

TCH 52

RW23

5.2 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	627-1		273 (300-1)	
LNAV/VNAV DA	793-1½		439 (500-1½)	
LNAV MDA	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	960-2 606 (700-2)

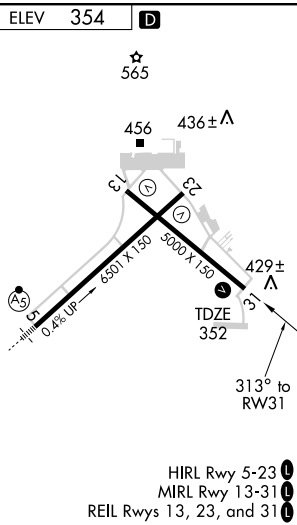
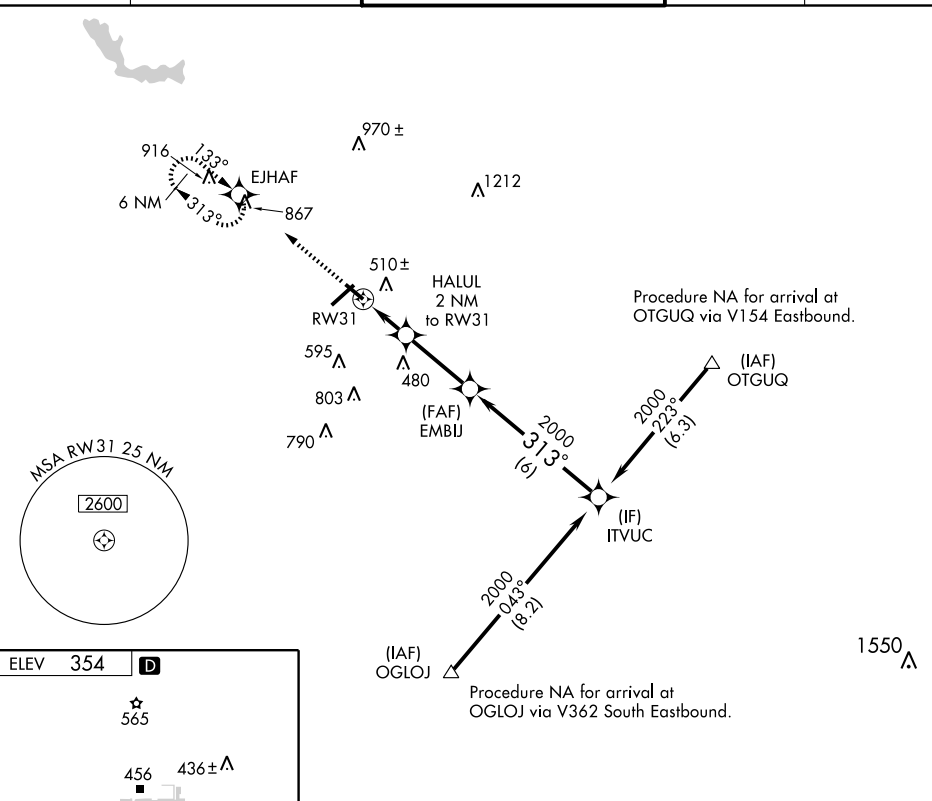
APP CRS	Rwy Idg	5000
313°	TDZE	352
	Apt Elev	354


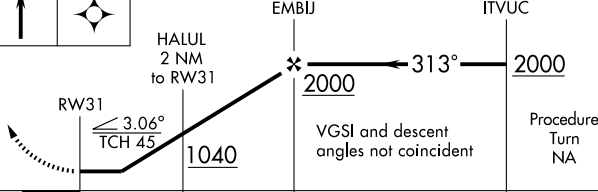
RNAV (GPS) RWY 31

MACON/MIDDLE GEORGIA RGNL (MCN)

<p>▼ DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 13 NA at night.</p>	<p>MISSED APPROACH: Climb to 2100 direct EJHAF and hold.</p>
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<p>ATIS 120.775</p>	<p>ATLANTA APP CON ★ 124.2 279.6</p>	<p>MACON TOWER ★ 128.2 (CTAF) 257.8</p>	<p>GND CON 121.65</p>	<p>UNICOM 122.95</p>
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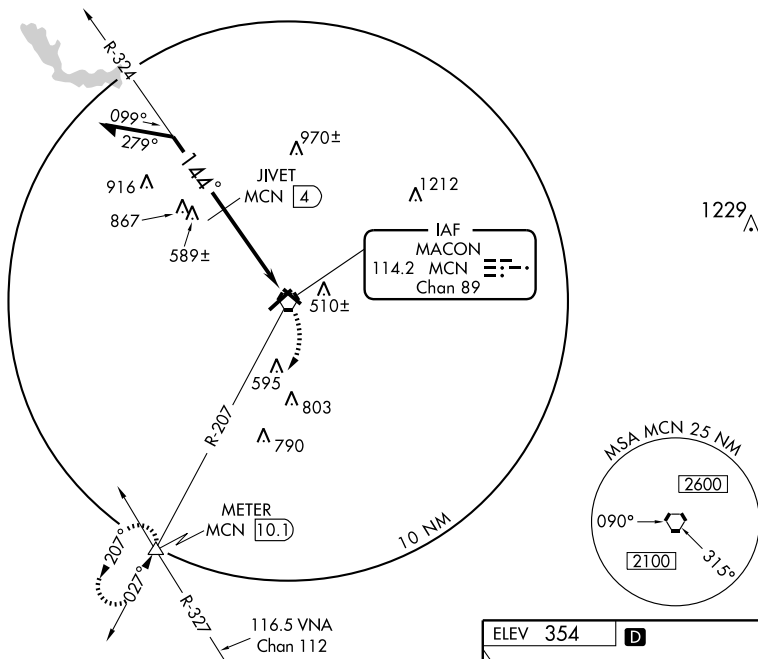
2100 ↑	EJHAF 			
				
CATEGORY	A	B	C	D
LNAY MDA	680-1 328 (400-1)			
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

VORTAC MCN	APP CRS	Rwy Idg	5000
114.2	144°	TDZE	354
Chan 89		Apt Elev	354

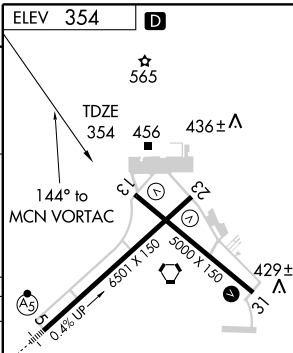
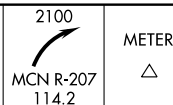
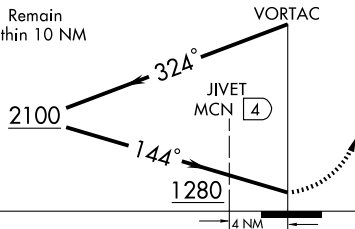


MISSED APPROACH: Climbing right turn to 2100
via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) 257.8	121.65	122.95



Remain within 10 NM



CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾	1280-3
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾	1280-3
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1½	820-1½
CIRCLING	880-1	526 (600-1)	900-1½	920-2
			546 (600-1½)	566 (600-2)



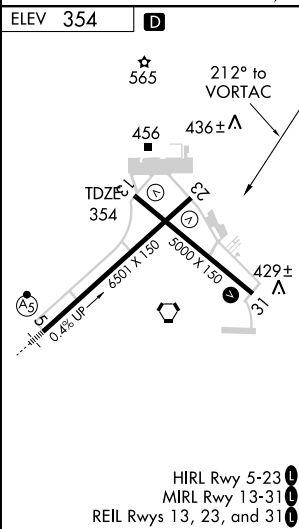
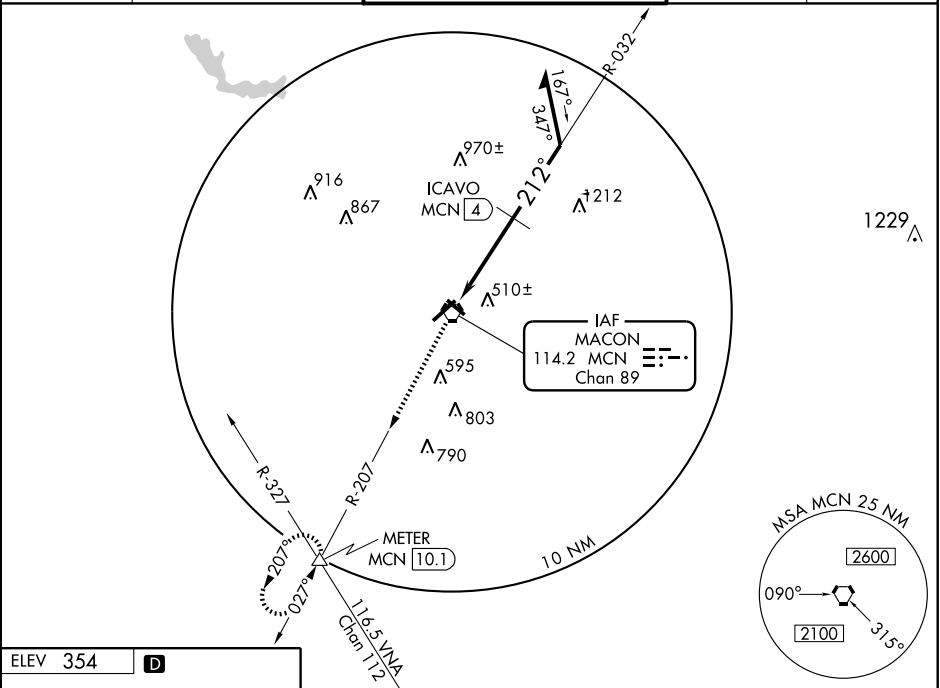
VOR RWY 23

MACON/MIDDLE GEORGIA RGNL (MCN)

VORTAC MCN	APP CRS	Rwy Idg	6426
114.2	212°	TDZE	354
Chan 89		Apt Elev	354

<p>V A</p>	<p>MISSED APPROACH: Climb to 2100 via MCN R-207 to METER Int/10.1 DME and hold.</p>
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<p>ATIS 120.775</p>	<p>ATLANTA APP CON ★ 124.2 279.6</p>	<p>MACON TOWER ★ 128.2 (CTAF) 257.8</p>	<p>GND CON 121.65</p>	<p>UNICOM 122.95</p>
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	2100	METER	VORTAC	Remain within 10 NM
	MCN R-207 114.2	△		
CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
ICAVO FIX MINIMUMS				
S-23	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

MADISON MUNI (52A) 2 NE UTC-5(-4DT) N33°36.73' W83°27.63'

ATLANTA

694 B S8 FUEL 100LL NOTAM FILE MCN

L-18J

Rwy 14-32: H3806X75 (ASPH) S-20 MIRL 1.5% up SE

IAP

Rwy 14: PAPI(P2L)—GA3.0°TCH 32'. Trees.

Rwy 32: Thld displcd 1131'. Fence. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2000Z, Sun

1400-1700Z. ACTIVATE MIRL Rwy 14-32 and PAPI

Rwy 14—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

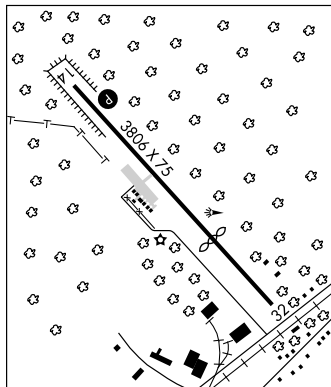
Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 199° 21.2 NM to fld. 790/00E. HIWAS.



MALCOLM MCKINNON (See BRUNSWICK)

MARION CO (See BUENA VISTA)

MAVIS N32°07.79' W81°19.89' NOTAM FILE SAV.

CHARLOTTE

NDB (LOM) 368 SA 097° 6.6 NM to Savannah/Hilton Head Intl.

L-24H

McINTOSH N31°49.83' W81°30.59' NOTAM FILE MCN

JACKSONVILLE

NDB (MHW) 263 MQQ 327° 4.4 NM to Wright AAF (Fort Stewart)/Midcoast Rgnl.

L-24H

McRAE N32°05.68' W82°53.03' NOTAM FILE MCN

ATLANTA

NDB (MHW) 280 MQW at Telfair-Wheeler. Unmonitored.

L-24H

Mc RAE

TELFAIR-WHEELER (MQW) 3 NE UTC-5(-4DT) N32°05.82' W82°52.76'

ATLANTA

202 B NOTAM FILE MCN

H-9B, L-24H

Rwy 03-21: H5000X75 (ASPH) S-30 MIRL

IAP

Rwy 03: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

Rwy 21: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Unattended. Unlgtd 413' MSL twr 3.5 miles W. For

MIRL Rwy 03-21 opr dusk-0300Z; after 0300Z

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

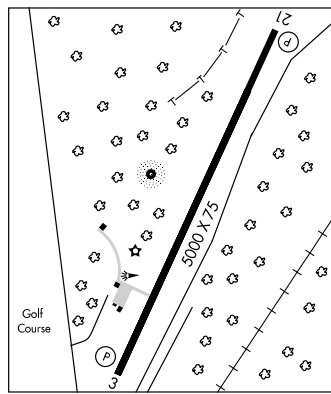
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 190° 28.1 NM to fld. 300/05W. HIWAS.

McRAE NDB (MHW) 280 MQW N32°05.68' W82°53.03'

at fld. Unmonitored.



VORTAC AHN 109.6 Chan 33	APP CRS 199°	Rwy Idg TDZE Apt Elev	N/A N/A 694
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VOR/DME or GPS-A

MADISON MUNI (52A)

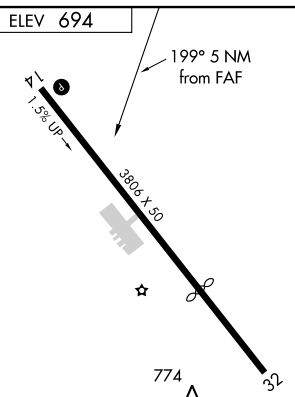
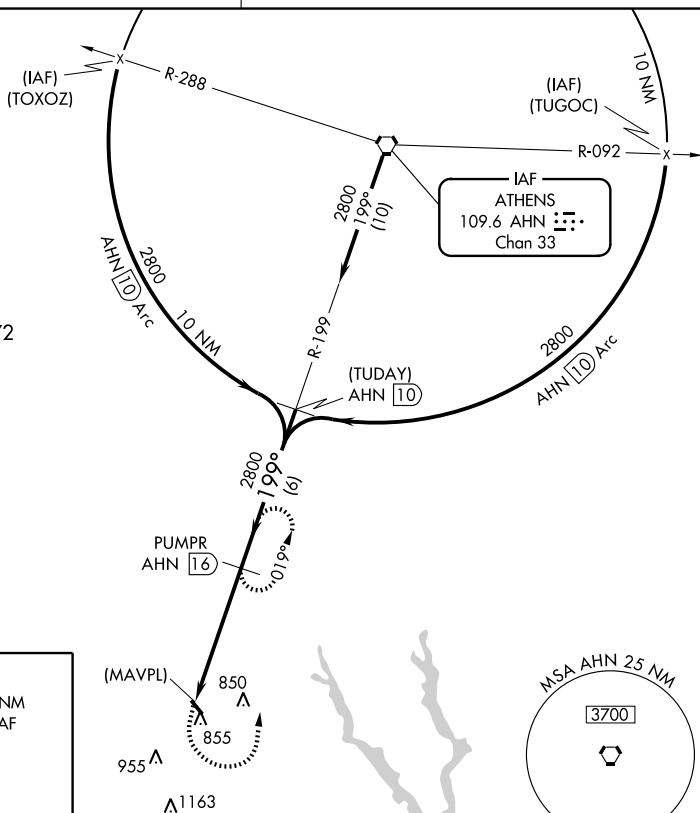
▲ NA

Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via
AHN R-199 to PUMPR/AHN 16 DME and hold.

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) **0**

MIRL Rwy 14-32 **0**

CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

AIRPORT DIAGRAM

AFD-959 [USAF]

MARIETTA, GEORGIA

ATIS ★ 269.5
 DOBBINS TOWER ★
 120.75 370.875
 GND CON
 125.3 275.8

VAR 43°W
 DECEMBER 2009
 ANNUAL RATE OF CHANGE
 0.1°W

ARM/DEARM
 HOT BRAKES
 HYDRAZINE

FIELD
 ELEV
 1068

HANGAR
 5
 RAMP

WATER
 TANK
 1273

LOCKHEED
 ACFT CORP

ARNG
 RAMP
 1

ARNG
 RAMP
 2

BAK-12

ELEV
 1050

HOT BRAKES

WATER
 TANK
 1273

LOCKHEED
 ACFT CORP

ELEV
 1020

FUEL TANK
 FARM

LAC B-53
 RAMP

HOT BRAKES

ASSAULT
 STRIP
 (VEDA)

HOT
 CARGO

ARMY
 RESERVE

ARM/DEARM
 HOT BRAKES
 HYDRAZINE

HOT
 BRAKES

FIRE
 STATION

CONTROL
 TOWER

TRANSIENT
 PARKING

BASE OPS

AFRC
 C130
 RAMP

STADIUM
 LIGHTS

AFRC
 C130
 RAMP

HOT
 BRAKES

Rwy 11-29
 S200, T300, ST175,
 TT560, TDT765
 PCN 83 R/B/W/T
 110-290
 ST175
 PCN 43 R/C/W/T

Rwy 11-29
 S200, T300, ST175,
 TT560, TDT765
 PCN 83 R/B/W/T
 110-290
 ST175
 PCN 43 R/C/W/T

AIRPORT DIAGRAM

MARIETTA, GEORGIA
 DOBBINS ARB (KMGE)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DOBBINS ARB

(MGE)(KMGE) AFRC (AR ARNG) 1 S UTC-5(-4DT)

ATLANTA

N33°54.92' W84°30.98'

H-9A, 12F, L-181, A

1068 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE MGE Not insp.

DIAP, AD

RWY 11-29: H10000X300 (CONC) PCN 83 R/B/W/T HIRL

RWY 11: ALSF1. OLS. REIL. PAPI(P4L). RWY 29: SALSF. OLS. REIL. PAPI(P4L). 0.8% up.

RWY 110-290: H3500X60 (ASPH) PCN 43 R/C/W/T HIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA-10000 TODA-10000

RWY 29: TORA-10000 TODA-10000

ARRESTING GEAR/SYSTEM

RWY 11 HOOK BAK-12(B) (1490')

HOOK BAK-12(B) (1490') RWY 29

MILITARY SERVICE: LGT For OLS Rwy 11-29 location data see FLIP AP/1 Supplementary Arpt Remarks.

A-GEAR Rwy 11-29 BAK-12 opr Mon-Fri 1200Z† to official SS. All other times disconnected. BAK-12 in raised position on departure end of active rwy. BAK-12 rqr 30 min PN for approach end engagement. BAK-12 reduced arresting system reliability.

JASU AF 1(A/M32A-86) 2(AM32-95) 1(AM32A-60A)

FUEL AF J8. Opr Mon-Thu 1100-0300Z†, Fri-Sun 1100-0100Z†. Tran acft expect 1 hr fuel delay. **FLUID SP**PRESAIR LOX LPOX LHNT LPNIT No De-Ice avbl for tran acft. **OIL** O-148-156 SOAP/JOAP, no lab svc.

TRAN ALERT Opr Mon-Sun 1200-0400Z†.

MILITARY REMARKS: Opr 1200-0400Z†. Rwy 11-29 CLOSED last Sat each month for construction, 1200-2100Z†. See

FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR DSN 625-4903 C678-655-4903. Acft restricted during Bird Watch condition Moderate (tkf/ldg permission when dep/arrival routes avoid identified bird activity, no local IFR/VFR tfc pattern acft) and Severe (tkf/ldg prohibited without 94th OG/CC approval), ctc Base OPS for current Bird Watch condition. Hazardous cargo rstd to C130 or smaller acft, 24 hr prior notice rqr. Ctc Base OPS 20 min prior ldg to confirm PPR and svcg/load. Afd Official Business Only 0400-1200Z†. **TFC PAT** TPA—Overhead, enter initial at 3500(2432), descend to 2600(1532), level break at rwy thld. Class D Airspace up to, but not including, 3600. **MISC** Limited tran weekdays 1200-2100Z†. All other times must be coordinated with tran 24 hr prior notice weekdays. This includes on/off base and to/from fit line ctc DSN 625-3667. Base OPS does not have COMSEC avbl for tran crews and has no storage capabilities. COMSEC stor 30 min prior notice rqr, ctc C770-553-0593 or C404-664-7548 Mon-Fri and unit training weekend 1230-2130Z†, other times 2 hr prior notice. RSRs applied to base assigned acft only; standard USAF RSRs not applicable. UDI/Loaner vehicle not avbl without valid AF Form 2293, Govt License. Base OPS fax DSN 625-4915. **AR** Ctc C678-655-5284/5, 132.95. No tran fuel/svc. Limited ramp space, prior coordination rqr to use ASF ramp. **ARNG** Acft/aircrews desiring to land/park at AASF #2, ctc DSN 753-3500, C678-569-3500, minimum 24 hrs prior notice for approval. Approval fm AASF #2 does not constitute a PPR. Tran acft must obtain PPR and fuel fm Dobbins Base Ops. Opr Tue-Fri 1100-2130Z†.

COMMUNICATIONS: ATIS 269.5 (1200-0400Z†) **PTD** 139.3 372.2**(R) ATLANTA CENTER APP/DEP CON** 121.0 268.7**TOWER** 120.75 370.875 **GND CON** 125.3 275.8**94AW COMD POST** (DAPPER DAN) 379.525 **PMSV METRO** 274.75 (Full svc avbl 1100-0400Z†, DSN 625-5190.Other times ctc 26th OWS DSN 331-2651, COMM 318-529-2604. **ARNG OPS** 47.0**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.**PEACHTREE (L) VOR/DME** 116.6 PDK Chan 113 N33°52.54' W84°17.93' 284° 11.1 NM to fld. 970/2W.**(T) TACAN** Chan 77 DOB (113.0) N33°54.88' W84°30.44' at fld. 1008/3W. NOTAM FILE MCN. Monitored

Thu 1300-1500Z†. No NOTAM MP Thu 1100-1500Z†.

TACAN unusable:

316°-325° byd 11 NM

326°-315° byd 20 NM blo 3,500'.

ILS 109.7 I-DJR Rwy 11. No NOTAM MP Tue-Wed 1100-1500Z†.**ILS** 111.35 I-VRW Rwy 29. GS unusable byd 5° right of course. Back course unusable.**ASR/PAR** (1200-0400Z†)**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

(AWSON.AWSON1) 10266 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON
126.975 239.275
FULTON COUNTY ATIS
120.175
DEKALB PEACHTREE ATIS
128.4
DOBBINS ARB ATIS ★
269.5

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29' - W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41' - W83°03.14'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' - W82°16.12'
L-25

HARRIS
109.8 HRS
Chan 35

CERAY
N34°59.97' - W83°41.55'

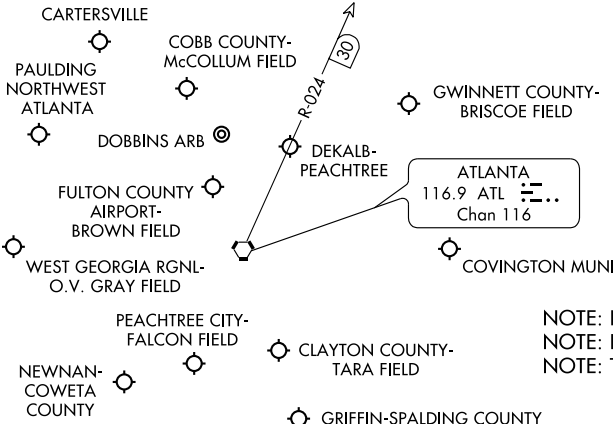
FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' - W83°17.86'
L-25, H-9-12

AWSON
N34°28.82' - W83°59.06'

ELECTRIC CITY
108.6 ELW
Chan 23

DEHAN
N34°19.00' - W84°04.30'
NAVIGATIONAL PLANNING INFORMATION
All aircraft expect clearance to cross at 8000'.

DLUTH
N34°05.26' - W84°11.61'



NOTE: DME Required.
NOTE: RADAR required SOT transition.
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AWSON ONE ARRIVAL (AWSON.AWSON1) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

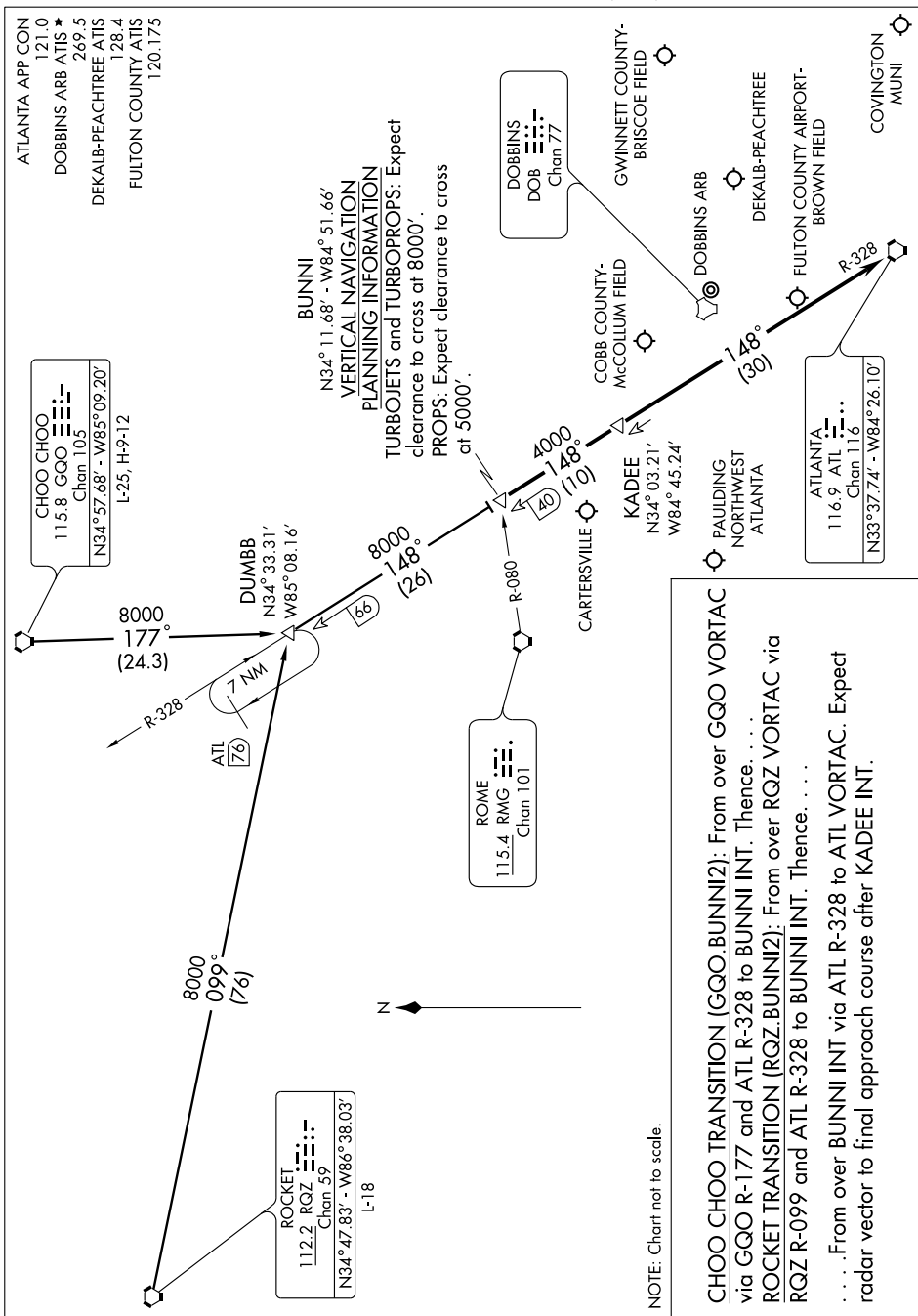
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010



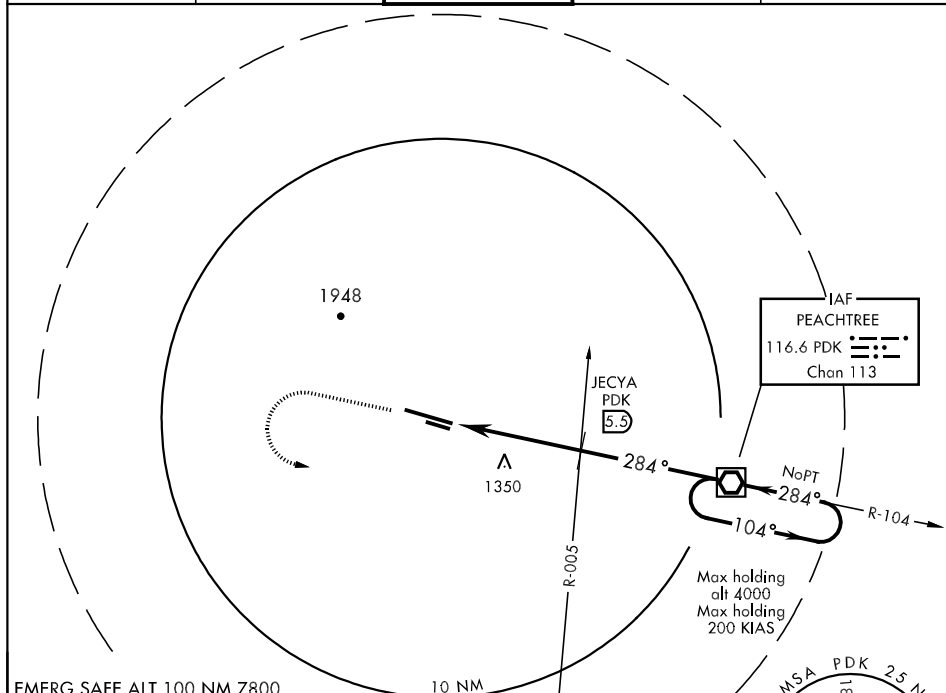
VOR/DME PDK 116.6 Chan 113	APCH CRS 284°	Rwy Idg 10,000 TDZE 1015 Arpt Elev 1068
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AL-959 [USAF]

DOBBINS ARB (KMGE)

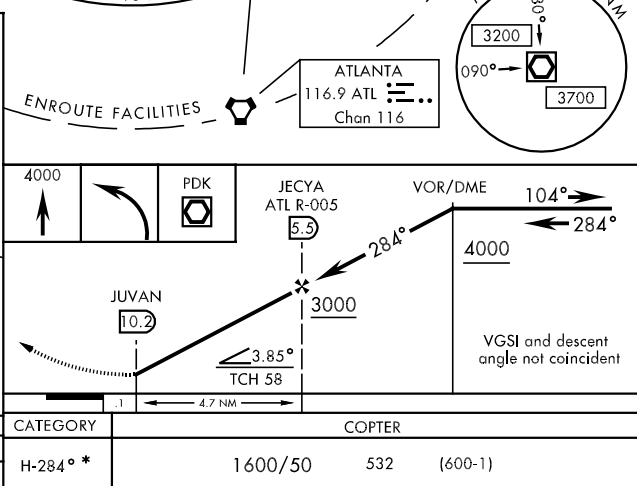
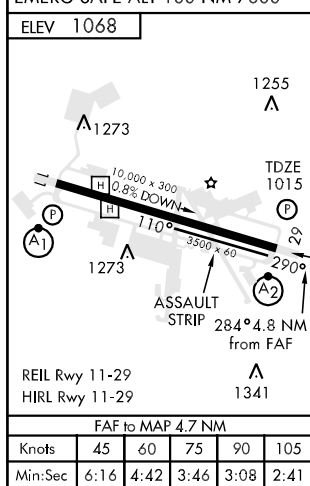
 * When ALS inop, increase RVR to 50 and vis to 1 mile.	 SALS	MISSED APPROACH: Climb to 4000 turn left direct PDK VOR/DME and hold.
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ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	DOBBINS TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR/PAR
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EMERG SAFE ALT 100 NM 7800

ELEV 1068



MARIETTA, GEORGIA

33°55'N-84°31'W

DOBBINS ARB (KMGE)

Amdt 2 10042

COPTER VOR 284°

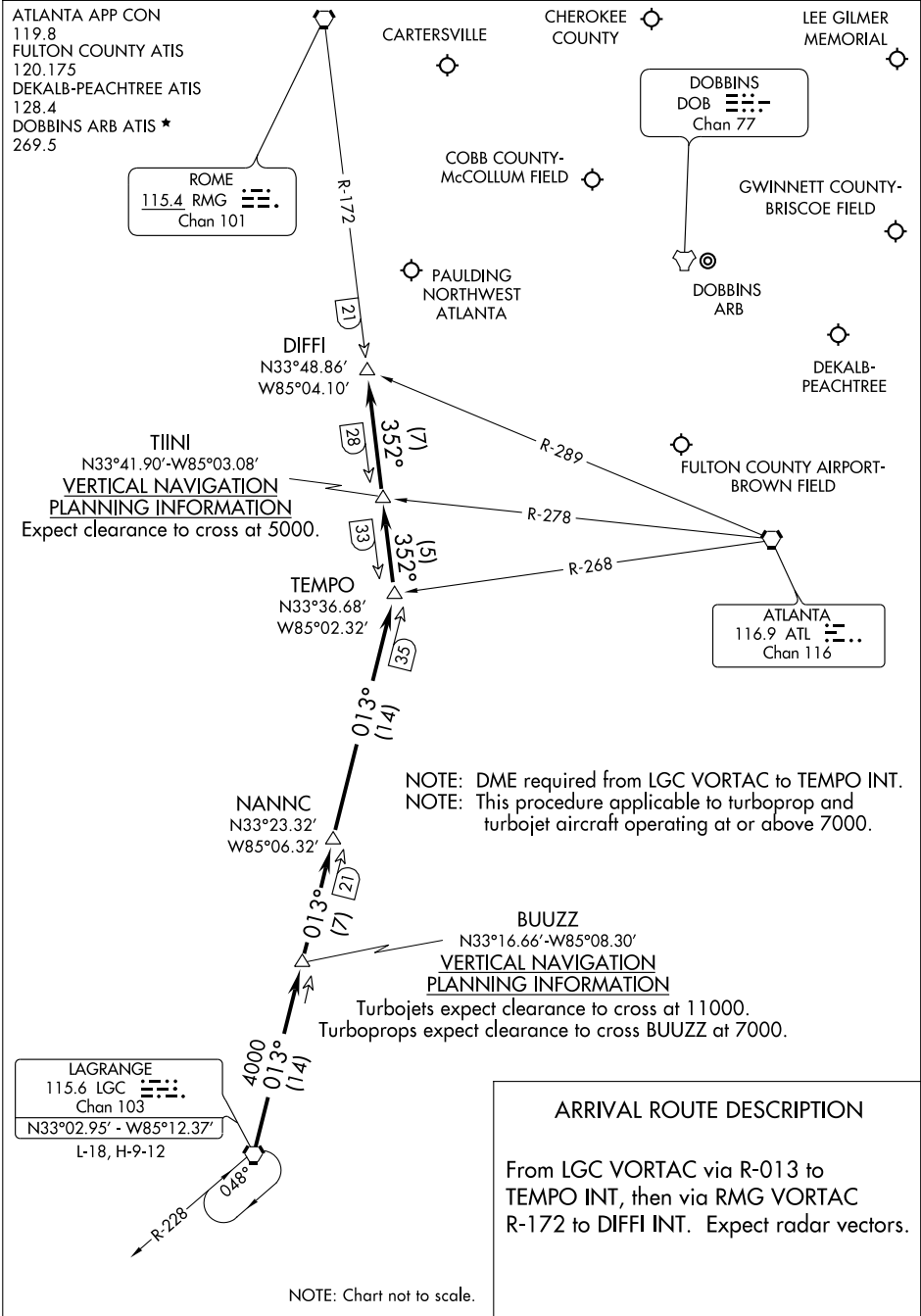
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

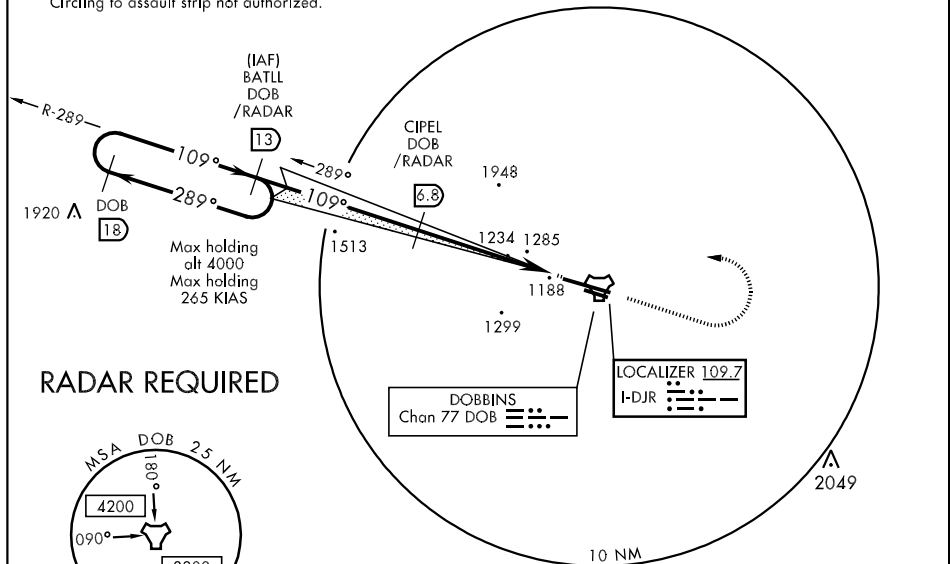
ATLANTA, GEORGIA

LOC I-DJR 109.7	APCH CRS 109°	Rwy Idg 10,000 TDZE 1068 Arprt Elev 1068	AL-959 [USAF]	DOBBINS ARB (KMGE)
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<p>▼ * When ALS inop, increase RVR to 60 and vis to 1¼.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2.</p>	<p>ALSF-1</p> <p>(A1) </p>	<p>MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, direct BATLL and hold.</p>
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ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	DOBBINS TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR/PAR
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*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.

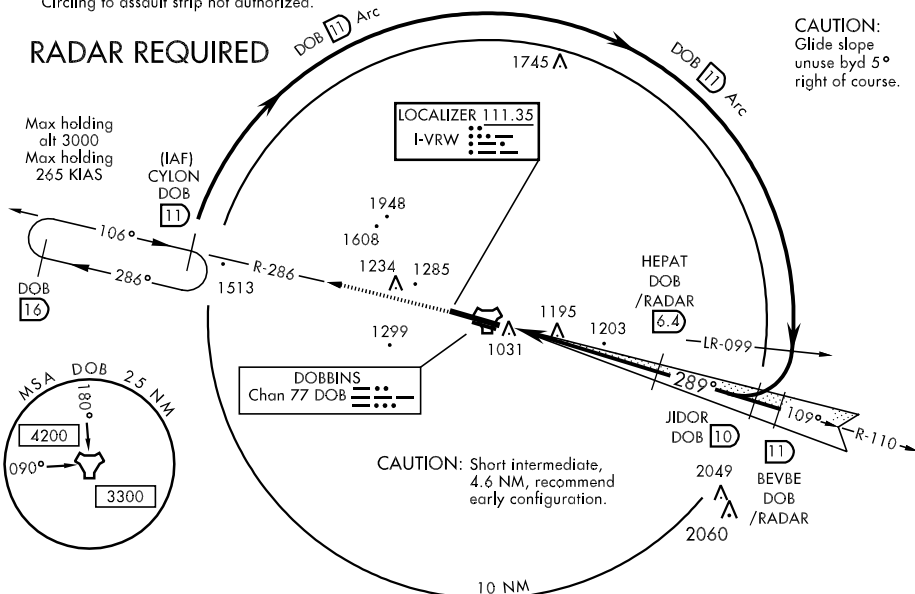


LOC I-VRW 111.35	APCH CRS 289°	Rwy Idg 10,000 TDZE 1015 Arprt Elev 1068	AL-959 [USAF]	DOBBINS ARB (KMGE)
V * When ALS inop, increase CAT AB RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.			SALS A2	MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.
ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	DOBBINS TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR/PAR

*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.

Circling to assault strip not authorized.

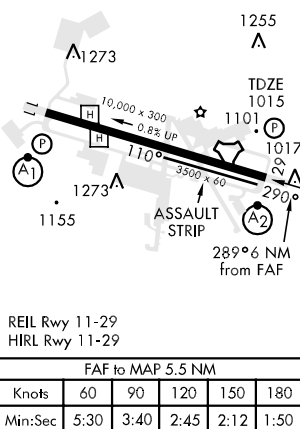
RADAR REQUIRED



CAUTION:
Glide slope
unuse byd 5°
right of course.

EMERG SAFE ALT 100 NM 7800

ELEV 1068



3000 DOB R-286	CYLON DOB 11	HEPAT /RADAR 6.4	JIDOR R-110 10	BEVBE R-110 11	CYLON R-286 11
TACAN	HIDIT 0.9	HEPAT /RADAR 6.4	JIDOR R-110 10	BEVBE R-110 11	CYLON R-286 11
0.5	5.5 NM	2933	289°	3000	GS 3.00° TCH 59
CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24	200 (200-1/2)	1215/40	200 (200-3/4)	
S-LOC 29 **	1500/40	485 (500-3/4)	1500/50 485 (500-1)	1500/60 485 (500-1 1/4)	1500-1 1/2 485 (500-1 1/2)
CIRCLING ***	1680-1	612 (700-1)	1680-1 3/4 612 (700-1 3/4)	1700-2 632 (700-2)	1740-2 1/2 672 (700-2 1/2)

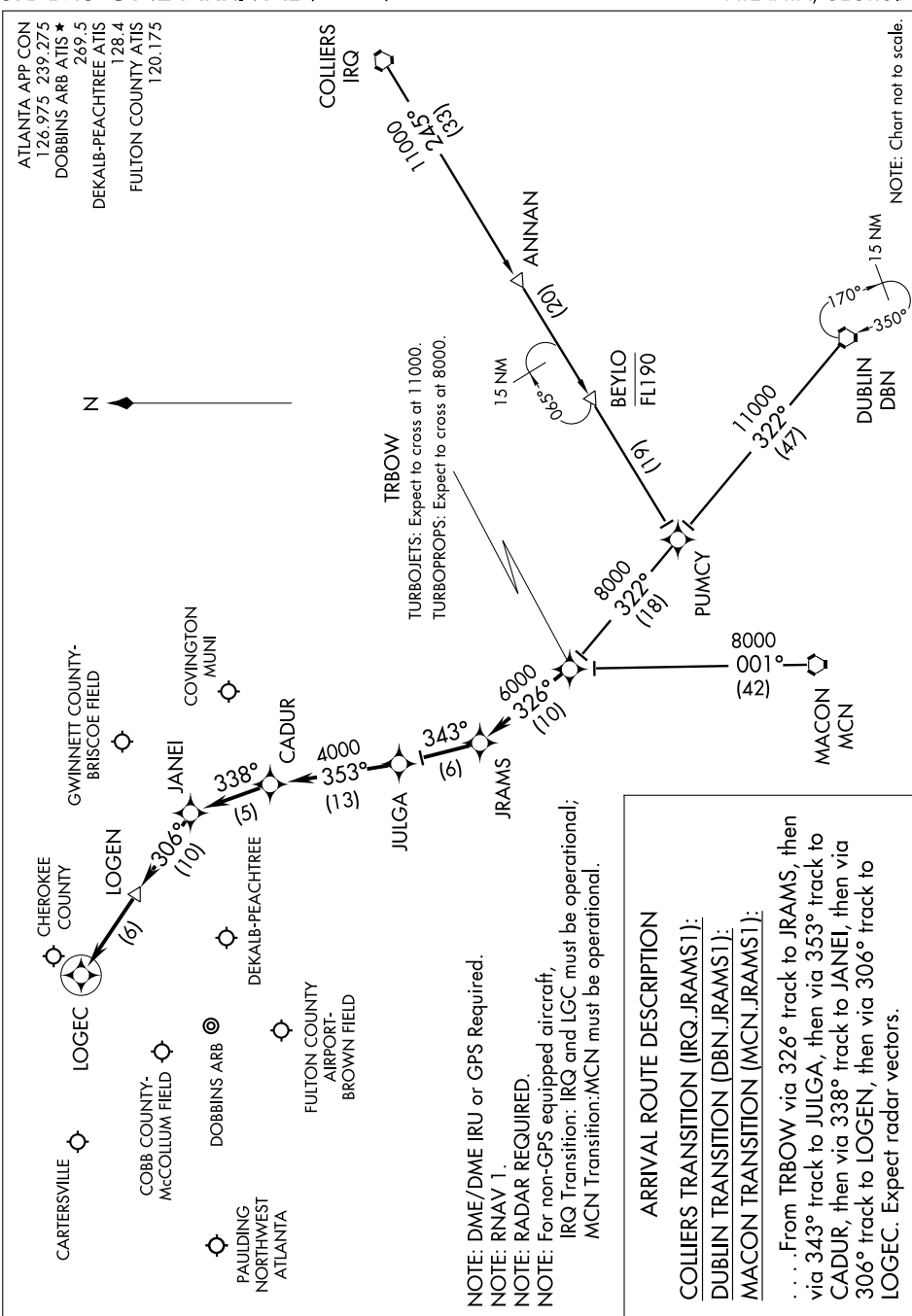
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

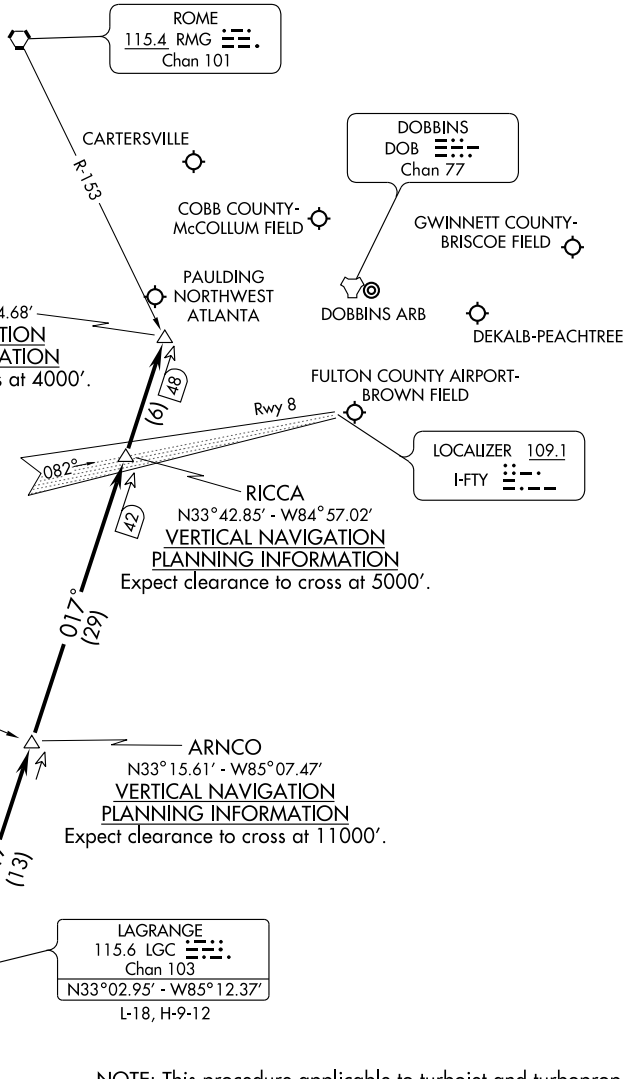
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS *

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

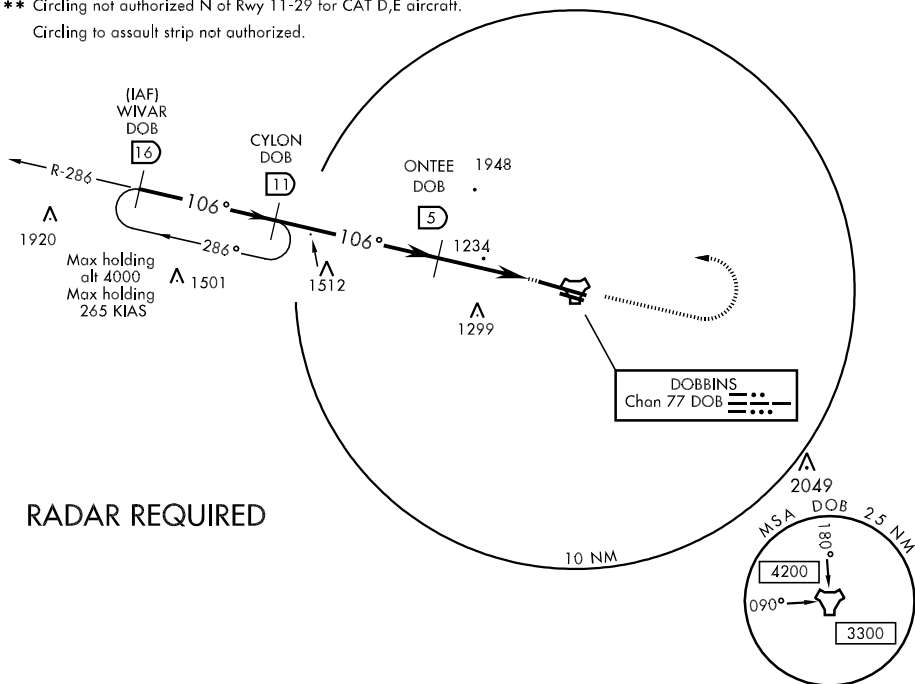
MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ATLANTA, GEORGIA

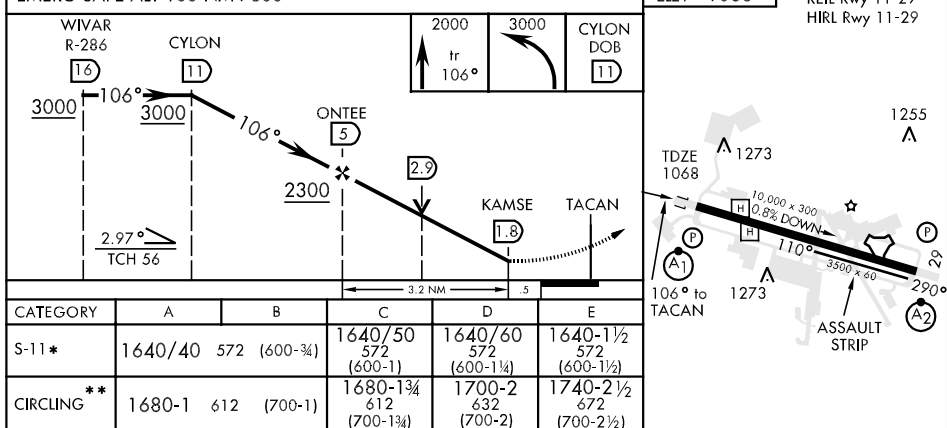
TACAN DOB Chan 77	APCH CRS 106°	Rwy Idg 10,000 TDZE 1068 Arpt Elev 1068	AL-959 [USAF]	DOBBINS ARB (KMGE)
V * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.			ALSF-1 (A1)	MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.
ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	DOBBINS TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR/PAR

** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.

Circling to assault strip not authorized.



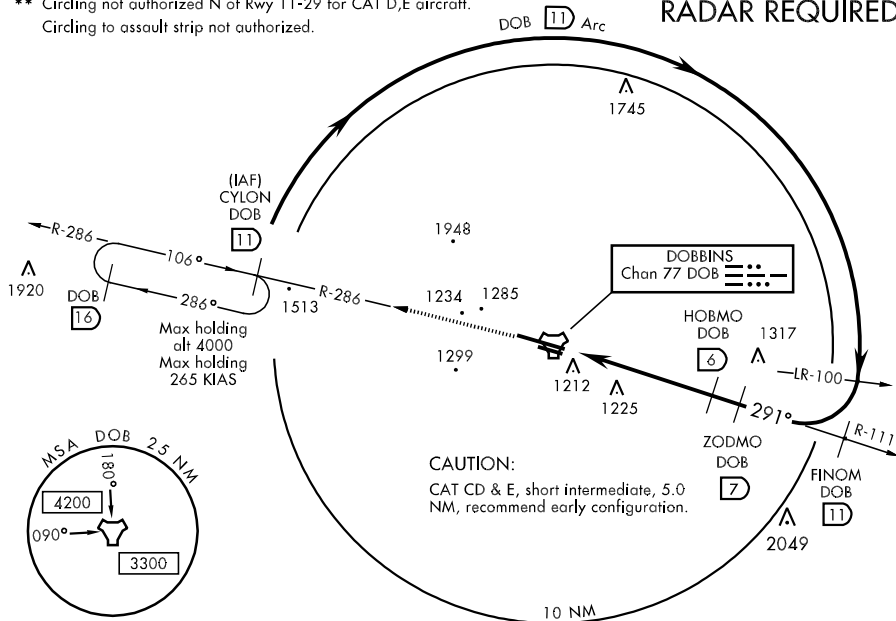
EMERG SAFE ALT 100 NM 7800



TACAN DOB Chan 77		APCH CRS 291°		Rwy Idg 10,000 TDZE 1015 Arprt Elev 1068		AL-959 [USAF]		DOBBINS ARB (KMGJ)	
<div><div>V</div><div>* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1 3/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles.</div></div>						<div><div>SALS</div><div>A2</div></div>		MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.	
ATIS ★ 269.5		ATLANTA APP CON 121.0 268.7		DOBBINS TOWER ★ 120.75 370.875		GND CON 125.3 275.8		ASR/PAR	

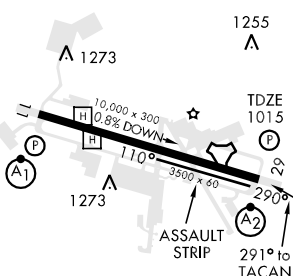
** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

RADAR REQUIRED

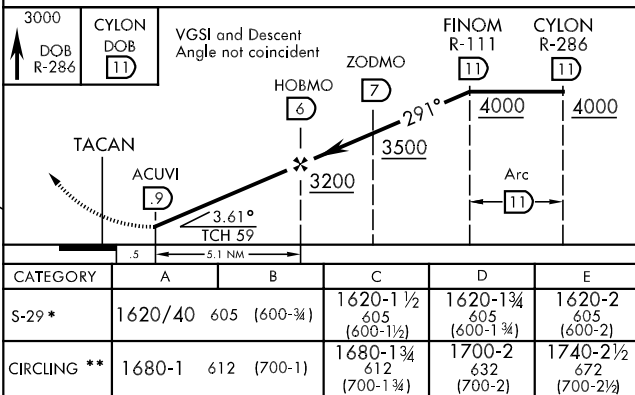


EMERG SAFE ALT 100 NM 7800

ELEV 1068



REIL Rwy 11-29
HIRE Rwy 11-29



MARIETTA, GEORGIA

33°55'N-84°31'W

DOBBINS ARB (KMGE)

Amdt 3 10266

TACAN RWY 29

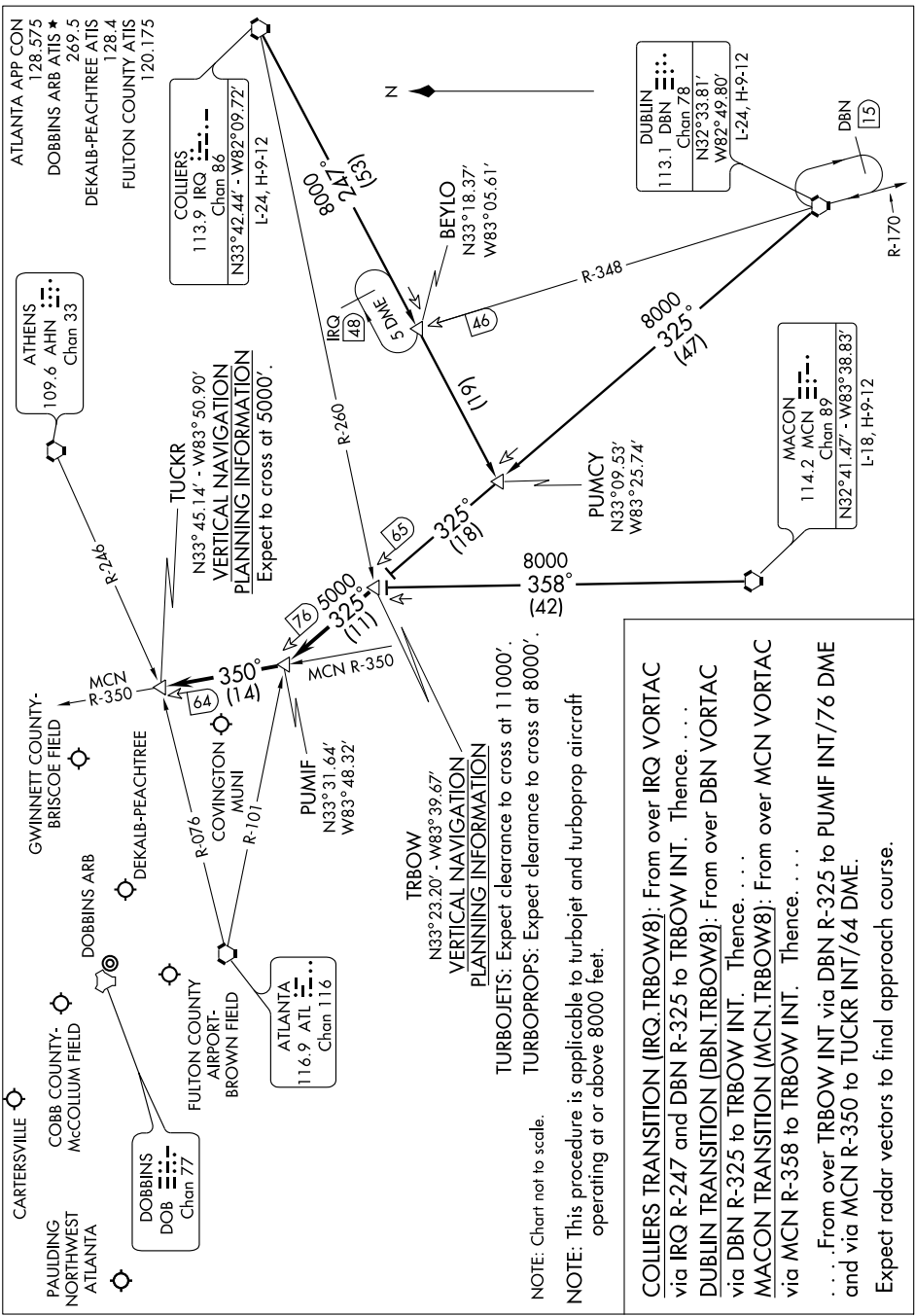
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

TRBOW.EIGHTARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



TRBOW EIGHT ARRIVAL (TRBOW.TRBOW8) 10266

ATLANTA, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

MADISON MUNI (52A) 2 NE UTC-5(-4DT) N33°36.73' W83°27.63'

694 B S8 FUEL 100LL NOTAM FILE MCN

RWY 14-32: H3806X75 (ASPH) S-20 MIRL 1.5% up SE

RWY 14: PAPI(P2L)—GA3.0°TCH 32'. Trees.

RWY 32: Thld displcd 1131'. Fence. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2000Z, Sun

1400-1700Z. ACTIVATE MIRL Rwy 14-32 and PAPI

Rwy 14—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

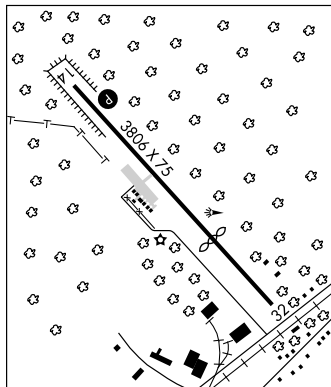
ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 199° 21.2 NM to fld. 790/00E. HIWAS.

ATLANTA

L-18J

IAP



MALCOLM MCKINNON (See BRUNSWICK)

MARION CO (See BUENA VISTA)

MAVIS N32°07.79' W81°19.89' NOTAM FILE SAV.

NDB (LOM) 368 SA 097° 6.6 NM to Savannah/Hilton Head Intl.

CHARLOTTE

L-24H

McINTOSH N31°49.83' W81°30.59' NOTAM FILE MCN

NDB (MHW) 263 MQQ 327° 4.4 NM to Wright AAF (Fort Stewart)/Midcoast Rgnl.

JACKSONVILLE

L-24H

McRAE N32°05.68' W82°53.03' NOTAM FILE MCN

NDB (MHW) 280 MQW at Telfair-Wheeler. Unmonitored.

ATLANTA

L-24H

Mc RAE

TELFAIR-WHEELER (MQW) 3 NE UTC-5(-4DT) N32°05.82' W82°52.76'

202 B NOTAM FILE MCN

RWY 03-21: H5000X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Unattended. Unlgtd 413' MSL twr 3.5 miles W. For

MIRL Rwy 03-21 opr dusk-0300Z; after 0300Z

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 190° 28.1 NM to fld. 300/05W. HIWAS.

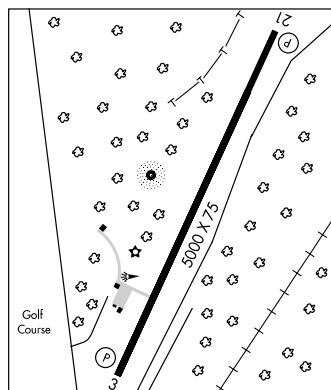
McRAE NDB (MHW) 280 MQW N32°05.68' W82°53.03'

at fld. Unmonitored.

ATLANTA

H-9B, L-24H

IAP



NDB	MQW	APP CRS	Rwy Idg	5000
<u>280</u>		<u>211°</u>	TDZE	202
			Apt Elev	203

NDB RWY 21

MCRAE/ TELFAIR-WHEELER (MQW)

▼ Visibility reduction by helicopters NA. Use Vidalia altimeter setting; when not received use Alma altimeter setting and increase all MDA 20 feet, and increase S-21 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in MQW NDB holding pattern, continue climb-in-hold to 2500.

VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

CTAF
122.9 0

DUBLIN
113.1 DBN
Chan 78

793

2500
102°
(32.1)

VIENNA
116.5 VNA
Chan 112

IAF
MCRAE
280 MQW

Λ 640
Λ 706
545 Λ
Λ 770
Λ 492±
Λ 441±
518
031°

MSA MQW 25 NM
2300

ELEV 203

211° to
MQW NDB

TDZE
202

336

3

2500 MQW

NDB

Remain
within 10 NM

2500

CATEGORY	A	B	C	D
S-21	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)
CIRCLING	1000-1 797 (800-1)	1000-1¼ 797 (800-1¼)	1000-2¼ 797 (800-2¼)	1000-2½ 797 (800-2½)

MIRL Rwy 3-21 0

MCRAE, GEORGIA

Amdt 10 23SEP10

MCRAE/ TELFAIR-WHEELER (MQW)

32°06'N - 82°53'W

NDB RWY 21

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70508 W03A	APP CRS 026°	Rwy Idg TDZE Apt Elev	5000 202 202
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RNAV (GPS) RWY 3

MCRAE / TELFAIR-WHEELER (MQW)

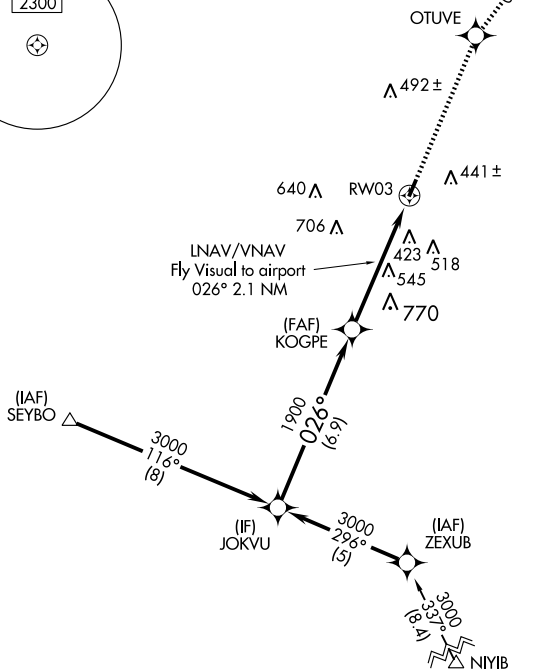
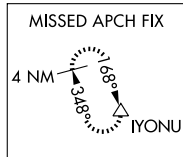
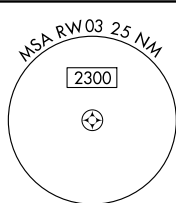
▼ Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.
 ▲ NA Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all DA/MDA 20 feet.
 Baro-VNAV NA. LNAV/VNAV NA when using Alma altimeter setting.

MISSED APPROACH: Climb to 3000
 direct OTUVE and via 040° track to
 IYONU and hold.

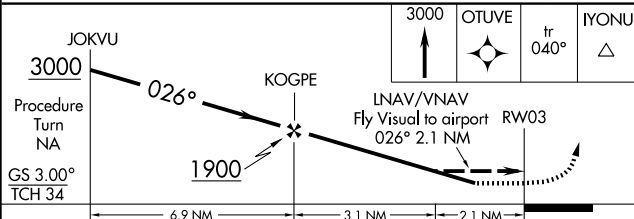
VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

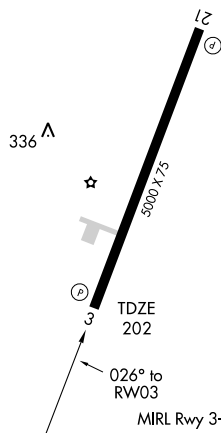
CTAF
122.9 0



ELEV 202



CATEGORY	A	B	C	D
LPV DA	593-1½ 391 (400-1½)			
LNAV/VNAV DA	903-2 701 (800-2)			903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	



APP CRS **206°**
 Rwy Idg **5000**
 TDZE **202**
 Apt Elev **203**

RNAV (GPS) RWY 21

MCRAE/ TELFAIR-WHEELER (MQW)

NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FINAN and hold.

VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

CTAF
122.9 0

(IAF)
 DUBLIN
 DBN

Procedure NA for arrivals on DBN
 VORTAC airway radials 147 CW 170.

3000 NoPT
 176°
 (17.1)

4 NM

(IF/IAF)
 FINAN

2000
 206°
 (6.2)

(FAF)
 OTUVE

492 ±

3000
 055°
 (26.4)

CENVA

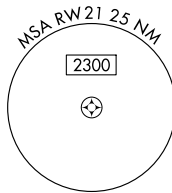
640

706

518

545

770



ELEV 203

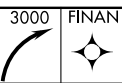
206° to
 RW21

TDZE
 202

336

5000

3



FINAN

4 NM
 Holding Pattern

OTUVE

RW21

2000

026°

206°

3000

≤ 3.13°
 TCH 39

5.3 NM

6.2 NM

CATEGORY	A	B	C	D
LNNAV MDA	780-1	578 (600-1)	780-1½ 578 (600-1½)	780-1¾ 578 (600-1¾)
CIRCLING	820-1	617 (700-1)	820-1¾ 617 (700-1¾)	960-2½ 757 (800-2½)

MIRL Rwy 3-21 0

METTER MUNI (MHP) 2 S UTC-5(-4DT) N32°22.44' W82°04.89'

197 B FUEL 100LL NOTAM FILE MCN
RWY 10-28: H5002X75 (ASPH) S-19 MIRL

RWY 10: PAPI(P2R)—GA 3.0° TCH 32'. Trees.

RWY 28: PAPI(P2L)—GA 3.35° TCH 29'. Pole.

AIRPORT REMARKS: Unattended. MIRL Rwy 10-28 preset low ints dusk-0500Z†, to increase inst—CTAF. After 0500Z†, ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and PAPI Rwy 28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

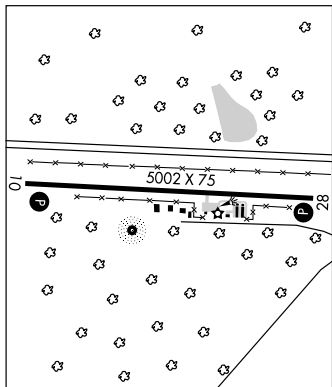
Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 111° 39.7 NM to fld. 300/05W. HIWAS.

NDB(MHW) 432 MHP N32°22.34' W82°05.04' at fld.
SHUTDOWN.



MIDDLE GEORGIA RGNL (See MACON)

MILLEDGEVILLE

BALDWIN CO (MLJ) 4 N UTC-5(-4DT) N33°09.25' W83°14.48'

385 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5509X99 (ASPH) S-21 MIRL 0.6% up W

RWY 10: MALSF. PAPI(P2L). Trees.

RWY 28: PAPI(P2L). Pole.

AIRPORT REMARKS: Attended 1300-2300Z†. MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 preset on med ints dusk-0300Z†, to incr ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (478)445-7718. Wind unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)
(1115-0500Z†)

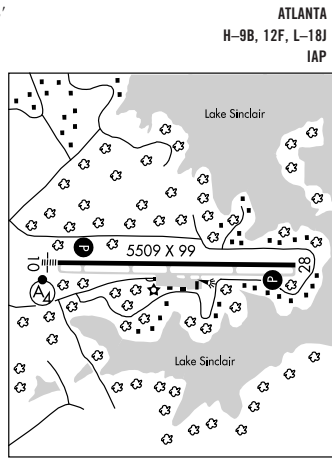
ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 035° 34.5 NM to fld. 381/01E.

CULVER NDB (MHW) 380 UMB N33°09.11' W83°09.58' 276°
4.1 NM to fld.



ATLANTA

H-9B, 12F, L-18J

IAP

APP CRS	Rwy Idg	5002
096°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 10

METTER MUNI (MHP)

▼ Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FODOB and via 105° track to LOTS and hold.

JACKSONVILLE CENTER

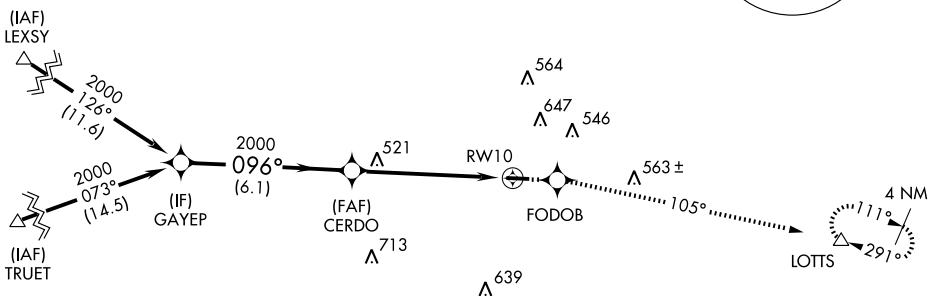
132.5 363.2

UNICOM

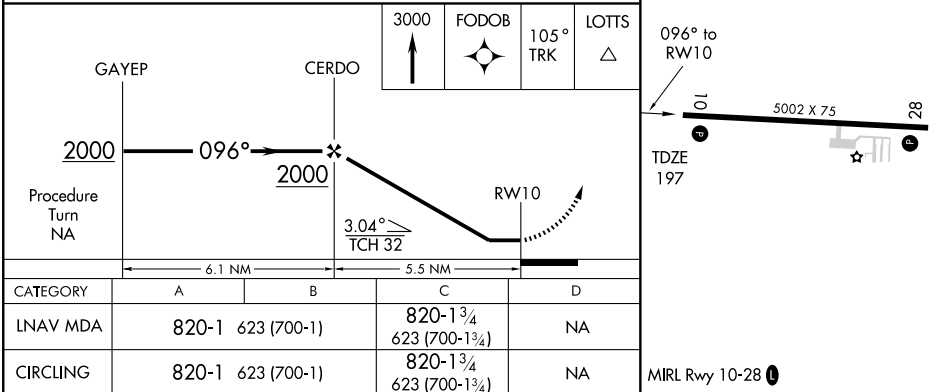
123.0 (CTAF) 0

▲ 788

Procedure NA for arrivals at LEXSY via V154 Westbound.



ELEV 197



APP CRS
276°

Rwy Idg	5002
TDZE	197
Apt Elev	197

RNAV (GPS) RWY 28
METTER MUNI (MHP)

T
A NA

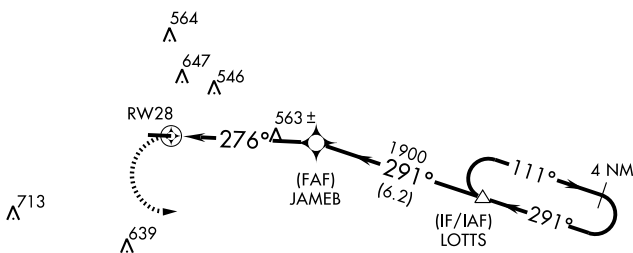
Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet, and LNAV and Circling Cat. C visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct LOTTS and hold.

JACKSONVILLE CENTER
132.5 363.2

UNICOM
123.0 (CTAF) **L**

Λ 767



NoPT for arrival at LOTTS
via V154 Westbound.

ELEV 197

276° to
RW 28

TDZ
197

3000	LOTTS \triangle
------	----------------------

LOTTS 4 NM
: Holding Pattern

$$\begin{array}{r} 111^\circ \rightarrow \\ \hline \leftarrow 291^\circ \end{array} \quad \underline{3000}$$

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAY MDA	860-1	663 (700-1)	860-1 ³ / ₄ 663 (700-1 ³ / ₄)	NA
CIRCLING	860-1	663 (700-1)	860-1 ³ / ₄ 663 (700-1 ³ / ₄)	NA

MIRL Rwy 10-28 **L**

Orig 09295

METTER MUNI (MHP)

32° 22'N - 82° 05'W

RNAV (GPS) RWY 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

METTER MUNI (MHP) 2 S UTC-5(-4DT) N32°22.44' W82°04.89'

197 B FUEL 100LL NOTAM FILE MCN
RWY 10-28: H5002X75 (ASPH) S-19 MIRL

RWY 10: PAPI(P2R)—GA 3.0° TCH 32'. Trees.

RWY 28: PAPI(P2L)—GA 3.35° TCH 29'. Pole.

AIRPORT REMARKS: Unattended. MIRL Rwy 10-28 preset low ints dusk-0500Z†, to increase inst—CTAF. After 0500Z†, ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and PAPI Rwy 28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

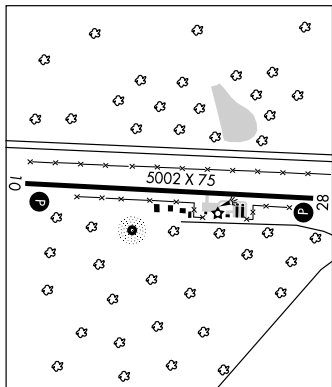
Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 111° 39.7 NM to fld. 300/05W. HIWAS.

NDB(MHW) 432 MHP N32°22.34' W82°05.04' at fld.
SHUTDOWN.



MIDDLE GEORGIA RGNL (See MACON)

MILLEDGEVILLE

BALDWIN CO (MLJ) 4 N UTC-5(-4DT) N33°09.25' W83°14.48'

385 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5509X99 (ASPH) S-21 MIRL 0.6% up W

RWY 10: MALSF. PAPI(P2L). Trees.

RWY 28: PAPI(P2L). Pole.

AIRPORT REMARKS: Attended 1300-2300Z†. MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 preset on med ints dusk-0300Z†, to incr ints and ACTIVATE after 0300Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (478)445-7718. Wind unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z†)

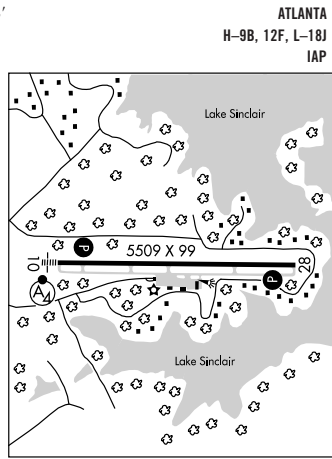
ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 035° 34.5 NM to fld. 381/01E.

CULVER NDB (MHW) 380 UMB N33°09.11' W83°09.58' 276°
4.1 NM to fld.



ATLANTA

H-9B, 12F, L-18J

IAP

NDB UMB 380	APP CRS 276°	Rwy Idg TDZE Apt Elev	5509 379 385
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NDB RWY 28

MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

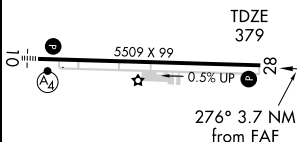
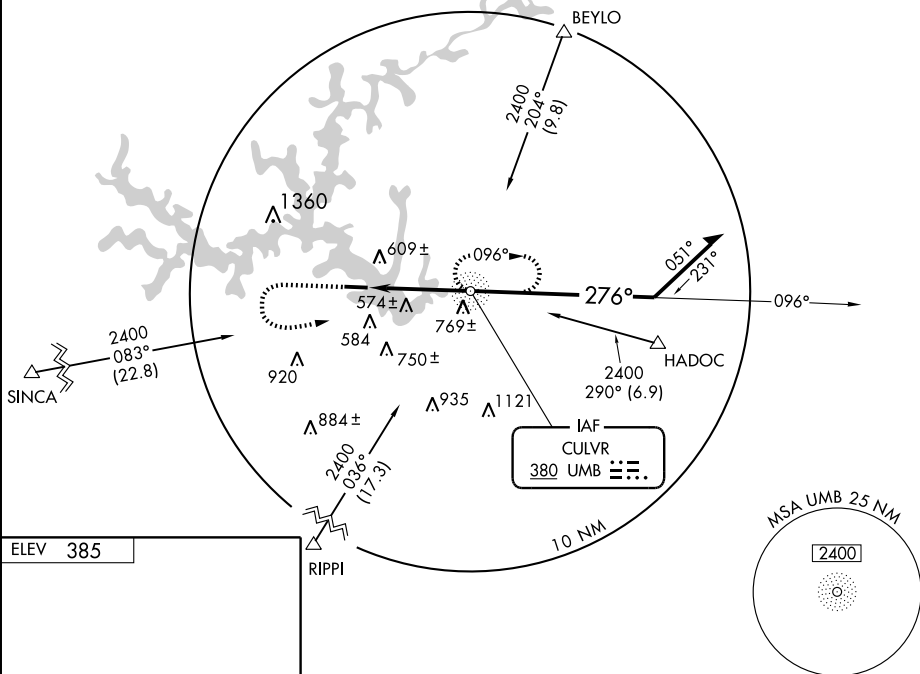
V Visibility reduction by helicopters NA.
NA When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

AWOS-3
120.925

ATLANTA APP CON *
124.2 279.6

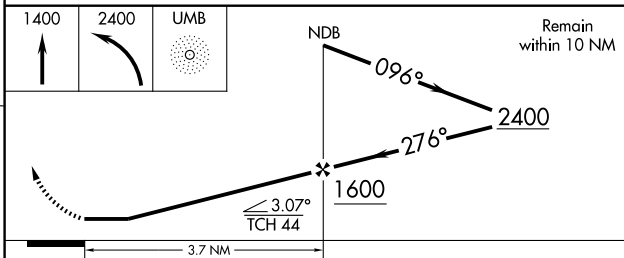
UNICOM
122.8 (CTAF) 0



MIRL Rwy 10-28 0

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-28	960-1	581 (600-1)	NA	
CIRCLING	960-1	575 (600-1)	NA	

APP CRS	Rwy Idg	5509
096°	TDZE	385
	Apt Elev	385

RNAV (GPS) RWY 10

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

V Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 100 feet.

MALSF

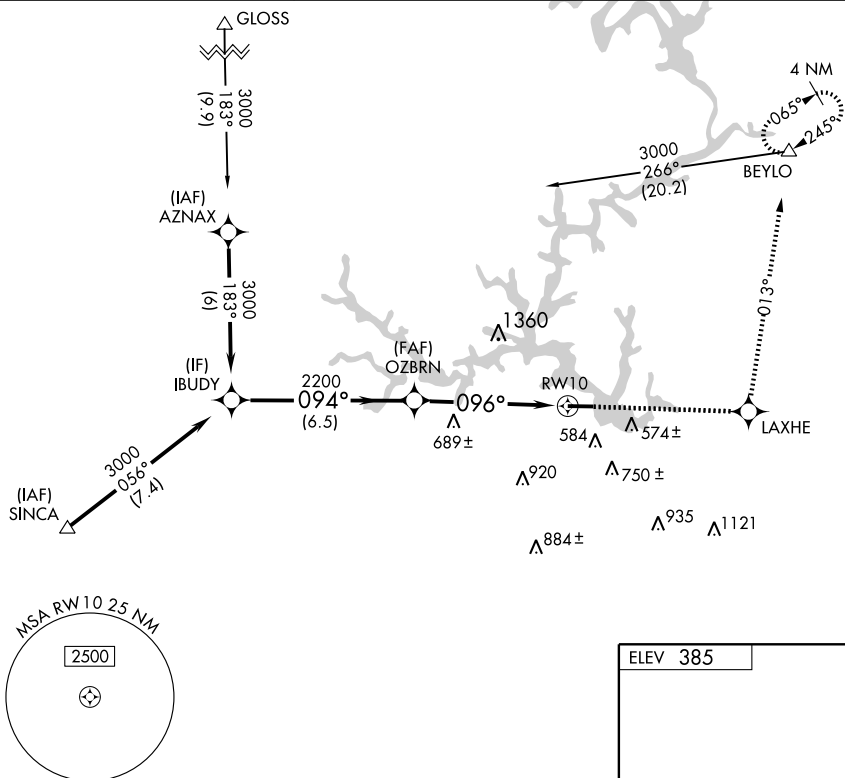


MISSED APPROACH: Climb to 3000 direct LAXHE and on track 013° to BEYLO and hold.

AWOS-3
120.925

ATLANTA APP CON ★
124.2 279.6

UNICOM
122.8 (CTAF) 0



Procedure
Turn
NA

3000

3000

LAXHE

tr

BEYLO

OZBRN

3.04°

TCH 45

2200

096°

RWY 10

VGSI and descent
angles not coincident.

6.5 NM

5.5 NM

CATEGORY	A	B	C	D
RNAV MDA	940-1	555 (600-1)	NA	NA
CIRCLING	940-1	555 (600-1)	NA	NA

MIRL Rwy 10-28 0

WAAS CH 82318 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	5509 379 385
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RNAV (GPS) RWY 28

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

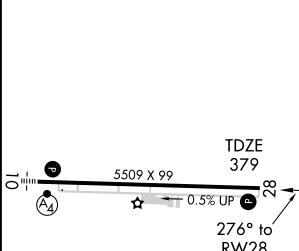
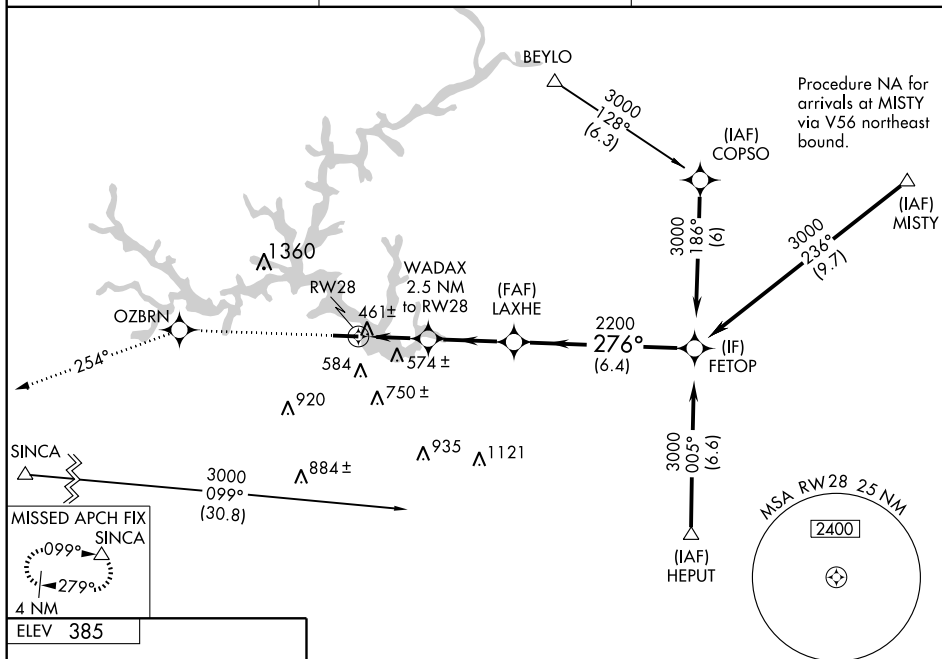
▼ Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated
▲ Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME
RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received,
use Middle Georgia Rgnl altimeter setting and increase all DA 84 feet, and all MDA 100 feet,
increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
OZBRN and on track
254° to SINCA
and hold.

AWOS-3
120.925

ATLANTA APP CON *
124.2 279.6

UNICOM
122.8 (CTAF)



<div> <div>3000</div> <div>OZBRN</div> <div>tr 254°</div> <div>SINCA</div> </div>				Procedure Turn NA
<div> <div>*LNAV Only</div> <div> <div>WADAX 2.5 NM to RW28</div> <div>LAXHE 2200</div> <div>FETOP 3000</div> </div> </div>				GS 3.00° TCH 44
<div> <div>2.5 NM</div> <div>3.1 NM</div> <div>6.4 NM</div> </div>				
CATEGORY	A	B	C	D
LPV DA	654-1	275 (300-1)	NA	
LNAV/VNAV DA	997-2¼	618 (700-2¼)	NA	
LNAV MDA	800-1	421 (500-1)	NA	
CIRCLING	920-1 535 (600-1)	940-1 555 (600-1)	NA	

MIRL Rwy 10-28

MILLEN (2J5) 5 N UTC-5(-4DT) N32°53.61' W81°57.92'

237 B NOTAM FILE MCN

RWY 17-35: H4000X75 (ASP) S-16.5 MIRL 0.4% up N

RWY 17: PAPI(P2L)—GA 3.45° TCH 46'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.45° TCH 46'. Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. MIRL Rwy 17-35 ops dusk-0300Z, after 0300Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 172° 49.7 NM to fld. 428/04W.

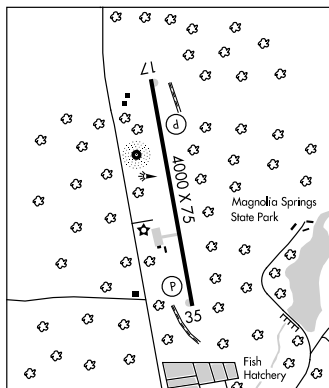
NDB(MHW) 205 LNH N32°53.68' W81°58.02' at fld.

NOTAM FILE MCN.

CHARLOTTE

L-241

IAP



MONROE-WALTON CO (D73) 1 SE UTC-5(-4DT) N33°46.95' W83°41.57'

875 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 03-21: H5000X75 (ASP) S-14.5, D-18 MIRL 1.0% up SW

RWY 03: PAPI (P2L)—GA 3.25° TCH 55'. Trees.

RWY 21: PAPI (P2L)—GA 2.75° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Parachute Jumping. Be advised—glider ops within 10 NM radius sfc-5000 ft. Deer on or about arpt. MIRL Rwy 03-21 preset on low ints from dusk-0300Z† to increase ints and ACTIVATE after 0300Z†—CTAF. PAPI Rwy 03 and 21 opr dusk-0300Z† after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-A 392 JNM.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 126.975

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

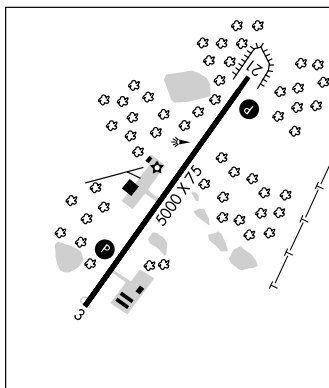
W83°19.49' 242° 20.9 NM to fld. 790/00E. HIWAS.

NDB (MHW) 392 JNM N33°44.26' W83°43.61' 035° 3.2 NM to fld. AWOS-A. NOTAM FILE MCN.

ATLANTA

H-9B, 12G, L-18J

IAP



MONTEZUMA N32°22.04' W84°00.45' NOTAM FILE MCN.

NDB (MHW) 426 IZS 184° 3.9 NM to Dr. C P Savage Sr. NDB unmonitored 0400-1200Z†.

ATLANTA

L-18J

NDB LNH 205	APP CRS 177°	Rwy Idg TDZE Apt Elev	4000 237 237
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NDB RWY 17
MILLEN (2J5)

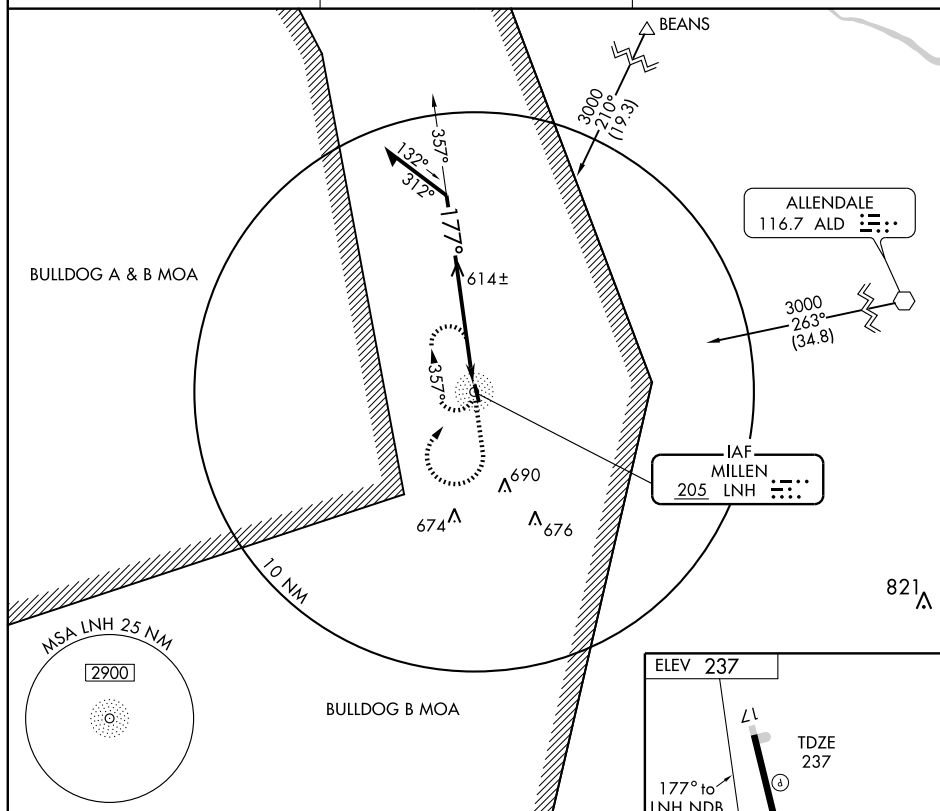
▼ Use Augusta Rgnl at Bush Field altimeter setting.
▲ NA Circling NA E of Rwy17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

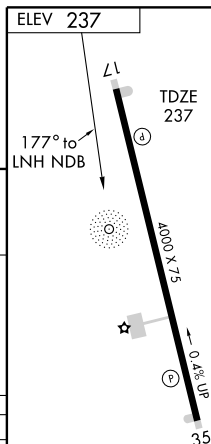
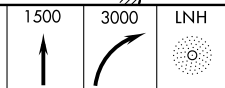
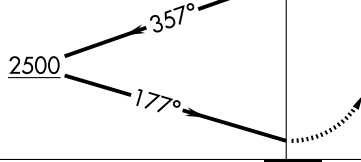
AUGUSTA ASOS
132.75

AUGUSTA APP CON
126.8 270.3

CTAF
122.90



Remain
within 10 NM



CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

MIRL Rwy 17-35

WAAS CH 49218 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	4000 237 237
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RNAV (GPS) RWY 17

MILLEN (2J5)

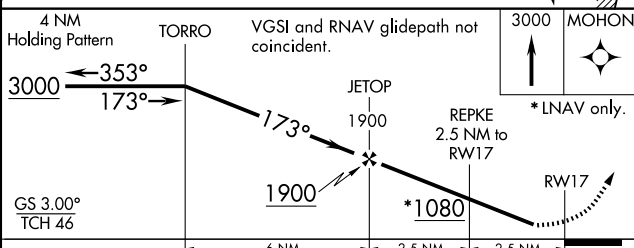
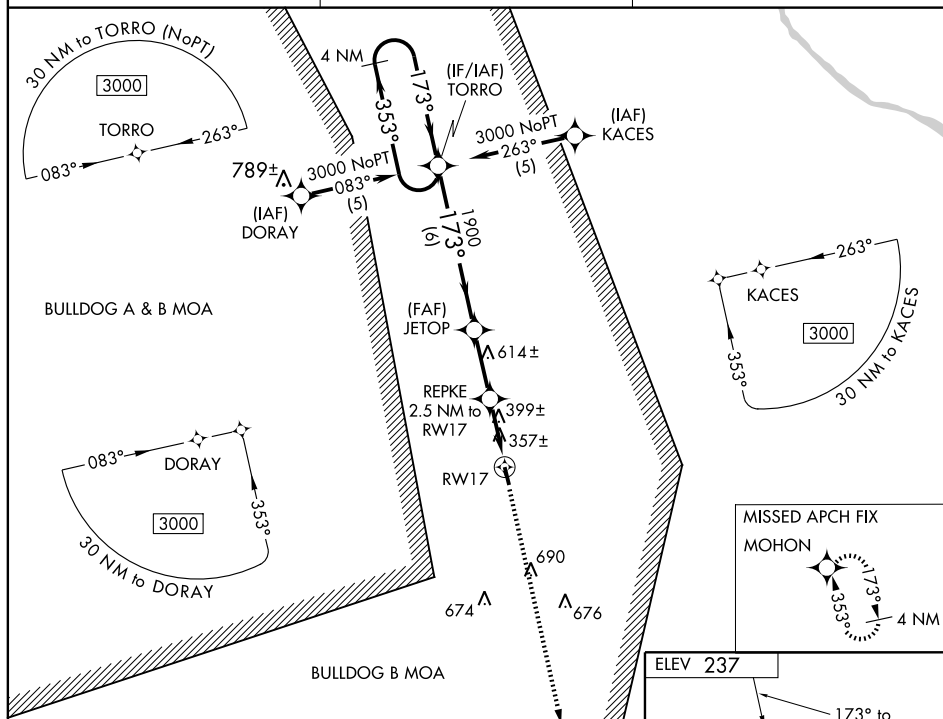
NA Circling NA East of Rwy 17-35. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Augusta Rgnl at Bush Field altimeter setting, when not received, use Plantation Airport altimeter setting.

MISSED APPROACH: Climb to 3000 direct MOHON and hold.

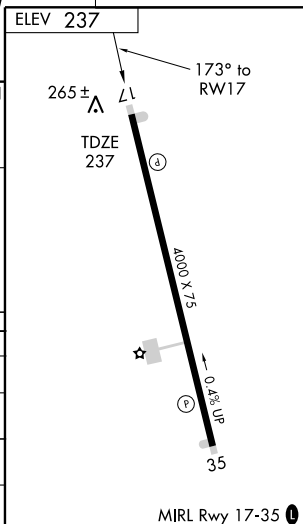
AUGUSTA ASOS
132.75

AUGUSTA APP CON
126.8 270.3

CTAF
122.90



CATEGORY	A	B	C	D
LPV DA	566-1¼	329 (400-1¼)		
RNAV/VNAV DA	738-1¾	501 (600-1¾)		
RNAV MDA	740-1 503 (600-1)	740-1½ 503 (600-1½)		
CIRCLING	760-1 523 (600-1)	760-1½ 523 (600-1½)	800-2 563 (600-2)	



WAAS CH 53718 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	4000 227 237
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RNAV (GPS) RWY 35

MILLEN (2J5)

⚠ Circling NA East of Rwy 17-35. Baro-VNAV NA. DME/DME RNP-0.3 NA.
⚠ NA Visibility reduction by helicopters NA. Use Augusta Rgnl at Bush Field
 altimeter setting, when not received, use Plantation Airport altimeter setting.

MISSED APPROACH: Climb to
3000 direct TORRO and hold.

AUGUSTA ASOS
132.75

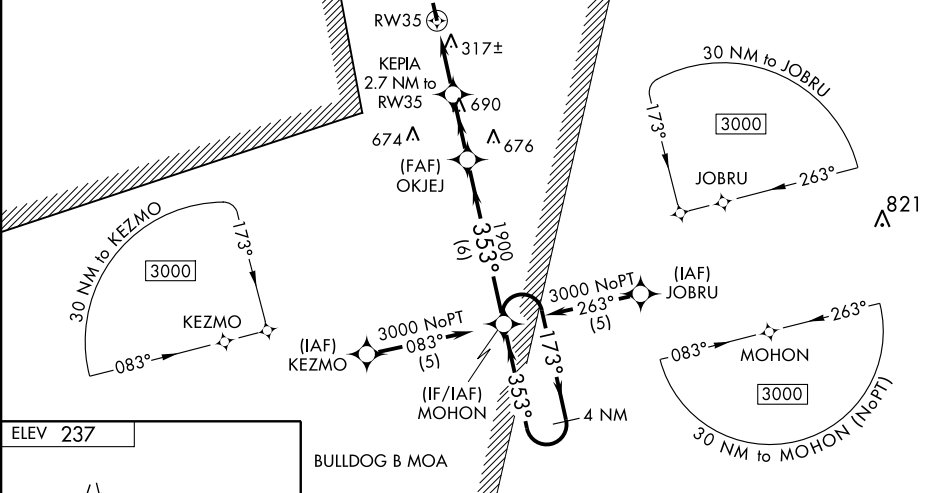
AUGUSTA APP CON
126.8 270.3

CTAF
122.90

MISSED APCH FIX

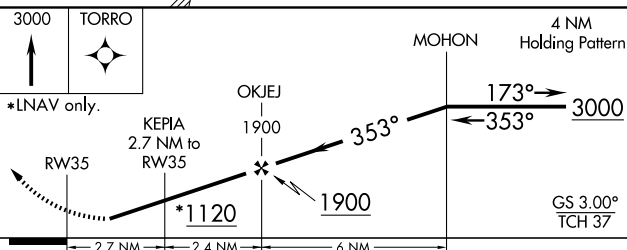
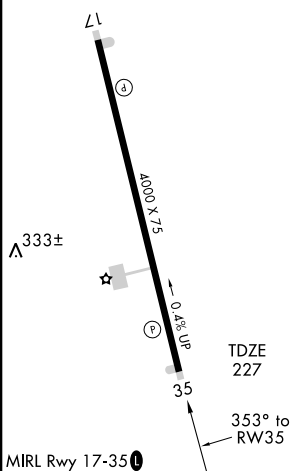


BULLDOG A & B MOA



ELEV 237

BULLDOG B MOA



CATEGORY	A	B	C	D
LPV DA	556-1 $\frac{1}{4}$	329 (400-1 $\frac{1}{4}$)		
LNNAV/VNAV DA	692-1 $\frac{3}{4}$	465 (500-1 $\frac{3}{4}$)		
LNNAV MDA	680-1	453 (500-1)	680-1 $\frac{1}{4}$ 453 (500-1 $\frac{1}{4}$)	680-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$)
CIRCLING	760-1	523 (600-1)	760-1 $\frac{1}{2}$ 523 (600-1 $\frac{1}{2}$)	800-2 563 (600-2)

MILLEN (2J5) 5 N UTC-5(-4DT) N32°53.61' W81°57.92'

237 B NOTAM FILE MCN

RWY 17-35: H4000X75 (ASP) S-16.5 MIRL 0.4% up N

RWY 17: PAPI(P2L)—GA 3.45° TCH 46'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.45° TCH 46'. Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. MIRL Rwy 17-35 ops dusk-0300Z, after 0300Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 172° 49.7 NM to fld. 428/04W.

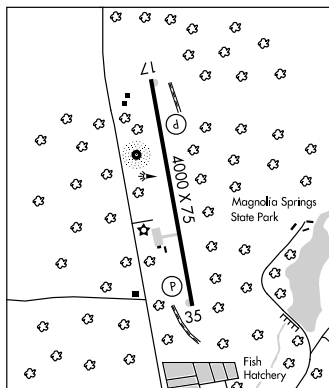
NDB(MHW) 205 LNH N32°53.68' W81°58.02' at fld.

NOTAM FILE MCN.

CHARLOTTE

L-241

IAP



MONROE-WALTON CO (D73) 1 SE UTC-5(-4DT) N33°46.95' W83°41.57'

875 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 03-21: H5000X75 (ASP) S-14.5, D-18 MIRL 1.0% up SW

RWY 03: PAPI (P2L)—GA 3.25° TCH 55'. Trees.

RWY 21: PAPI (P2L)—GA 2.75° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Parachute Jumping. Be advised—glider ops within 10 NM radius sfc-5000 ft. Deer on or about arpt. MIRL Rwy 03-21 preset on low ints from dusk-0300Z† to increase ints and ACTIVATE after 0300Z†—CTAF. PAPI Rwy 03 and 21 opr dusk-0300Z† after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-A 392 JNM.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 126.975

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

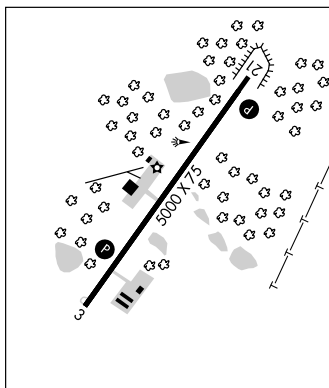
W83°19.49' 242° 20.9 NM to fld. 790/00E. HIWAS.

NDB (MHW) 392 JNM N33°44.26' W83°43.61' 035° 3.2 NM to fld. AWOS-A. NOTAM FILE MCN.

ATLANTA

H-9B, 126, L-18J

IAP



MONTEZUMA N32°22.04' W84°00.45' NOTAM FILE MCN.

NDB (MHW) 426 IZS 184° 3.9 NM to Dr. C P Savage Sr. NDB unmonitored 0400-1200Z†.

ATLANTA

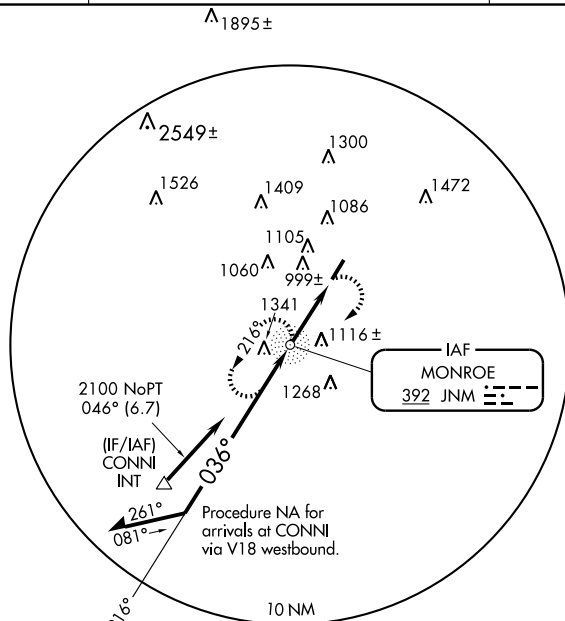
L-18J

NDB JNM 392	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 875
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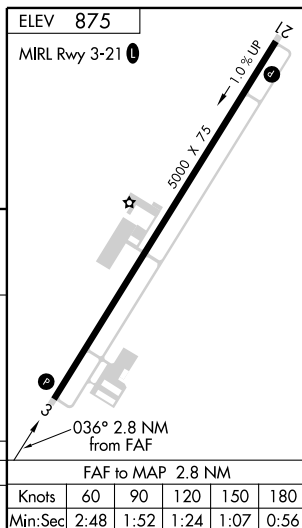
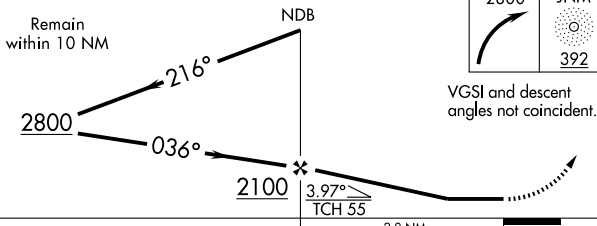
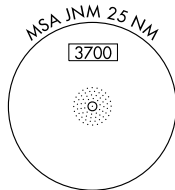
NDB-A

MONROE-WALTON COUNTY (D73)

V Δ NA	When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 2800 direct JNM NDB and hold, continue climb-in-hold to 2800.
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AWOS-A
392ATLANTA APP CON
126.975 239.275CTAF
122.9 0

ATHENS
109.6 AHN
Chan 33



CATEGORY	A	B	C	D
CIRCLING	1460-1	585 (600-1)	1460-1½ 585 (600-1½)	NA

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

MONROE, GEORGIA

Amdt 1 19NOV09

MONROE-WALTON COUNTY (D73)

33°47'N - 83°42'W

NDB-A

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS
035°

Rwy Idg	5000
TDZE	875
Apt Elev	875

RNAV (GPS) RWY 3

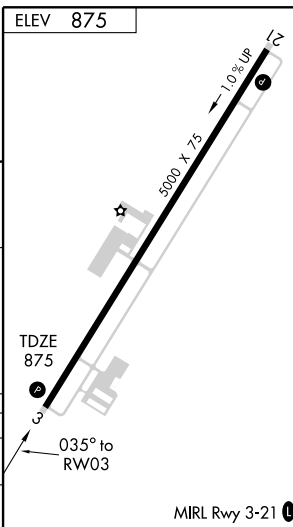
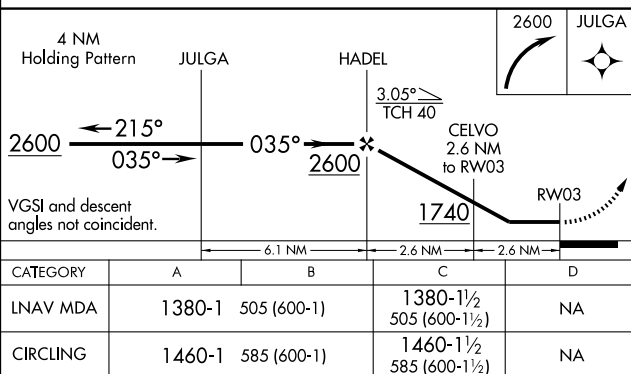
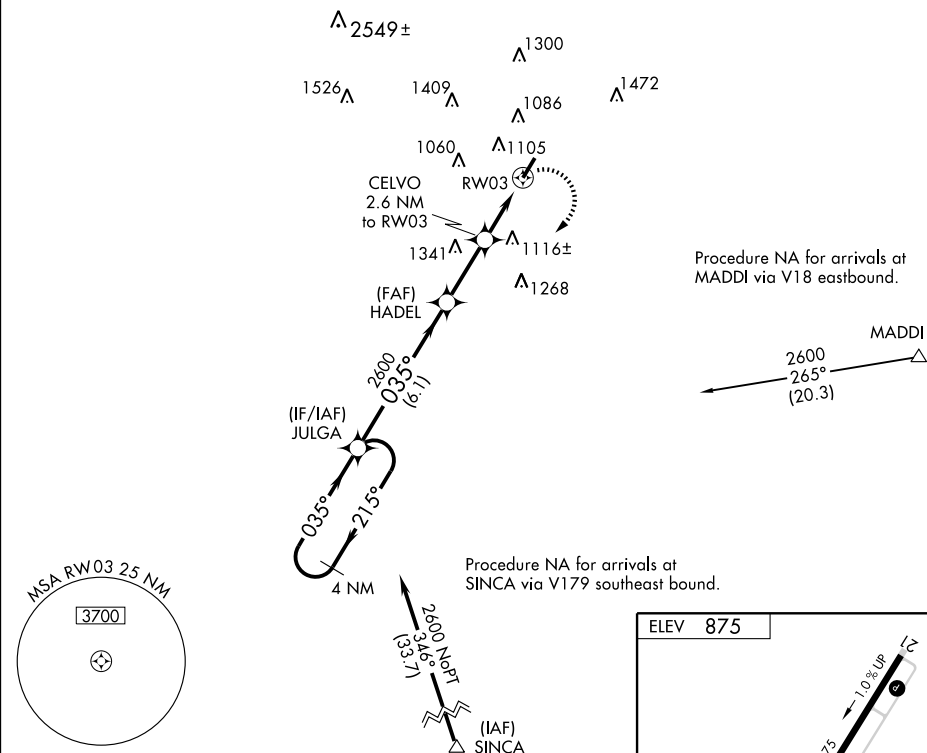
MONROE-WALTON COUNTY (D73)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When
A NA local altimeter setting not received, use Athens altimeter setting and
 increase all MDA 60 feet and increase Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 2600 direct JULGA and hold.

AWOS-A
392

ATLANTA APP CON
126.975 239.275

CTAF
122.9 **L**

MONROE, GEORGIA
Amdt 1 19NOV09

33°47'N - 83°42'W

MONROE-WALTON COUNTY (D73)
RNAV (GPS) RWY 3

SE-4, 21 OCT 2010 to 18 NOV 2010

MONTEZUMA

DR. CP SAVAGE SR. (53A) 1 E UTC-5(-4DT) N32°18.12' W84°00.45'

ATLANTA

L-18J

337 B NOTAM FILE MCN

RWY 18-36: H4220X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF 122.9

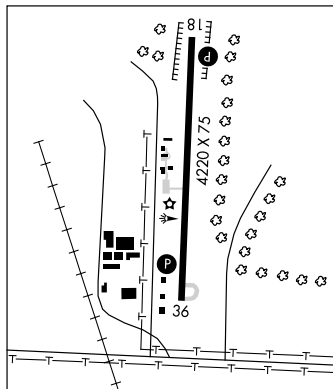
Ⓡ **ATLANTA APP/DEP CON** 124.2 (blo 7000') 119.6 (7000' and abv)
(1115-0500Z‡)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'
W83°29.84' 281°26.5 NM to fld. 300/01E.

MONTEZUMA NDB (MHW) 426 IZS N32°22.04' W84°00.45'
184° 3.9 NM to fld. NDB unmonitored 0400-1200Z‡.



NDB IZS 426	APP CRS 184°	Rwy Idg TDZE Apt Elev	4220 337 337
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NDB RWY 18

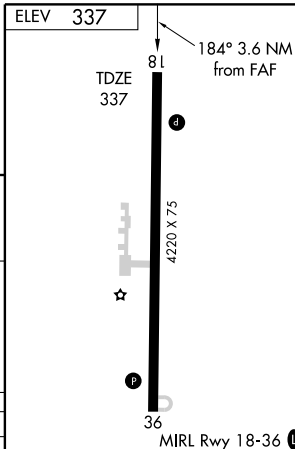
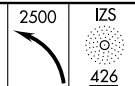
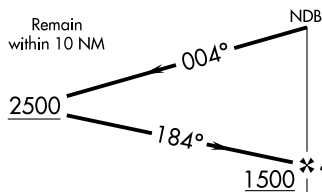
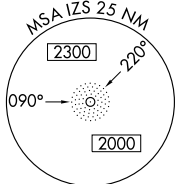
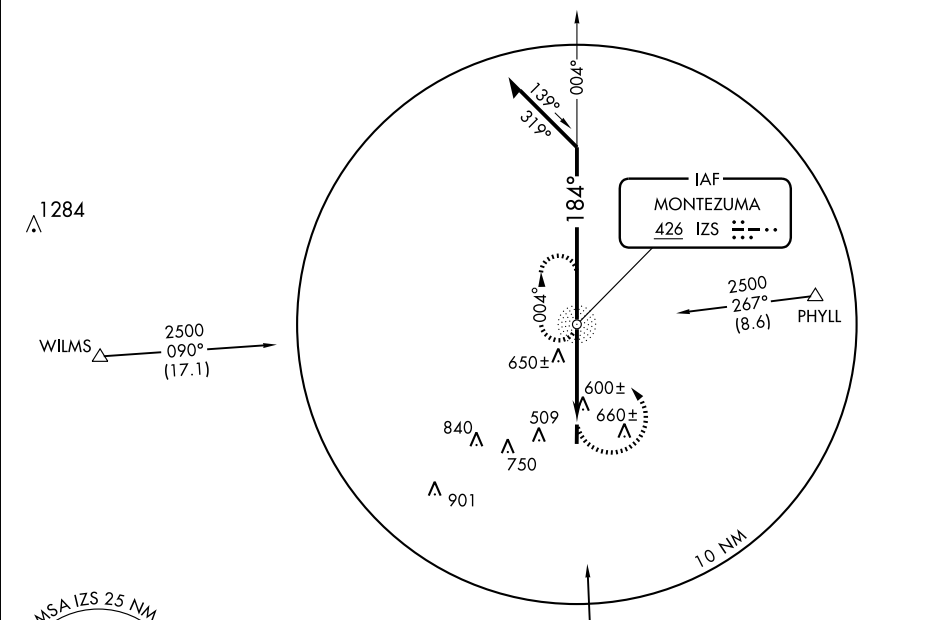
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

NA Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct IZS NDB and hold.

ATLANTA APP CON ★
124.2 279.6

CTAF
122.9



CATEGORY	A	B	C	D
S-18	1020-1	683 (700-1)	1020-2 683 (700-1)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

APP CRS	Rwy Idg	4220
185°	TDZE	337
	Apt Elev	337

RNAV (GPS) RWY 18

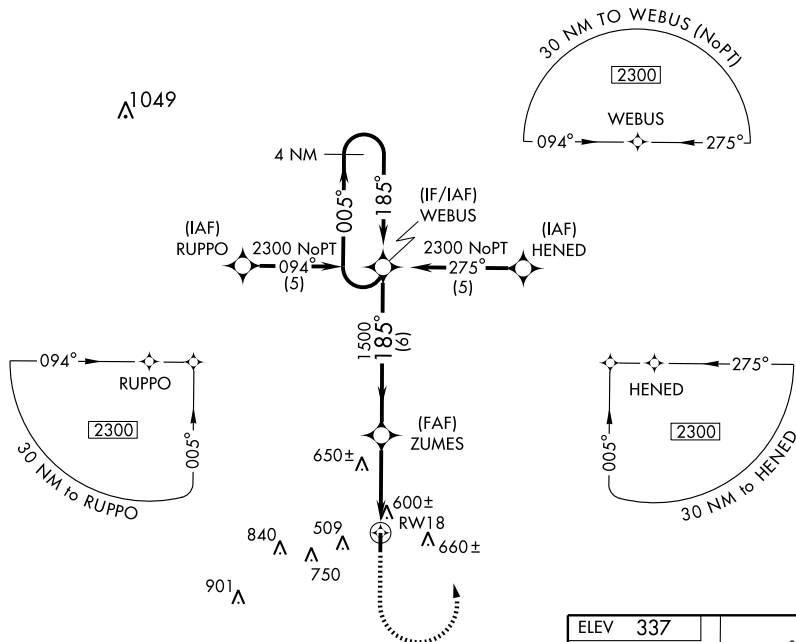
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)



GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Americus altimeter setting; if not received use
Macon altimeter setting and increase all MDAs 20 feet.

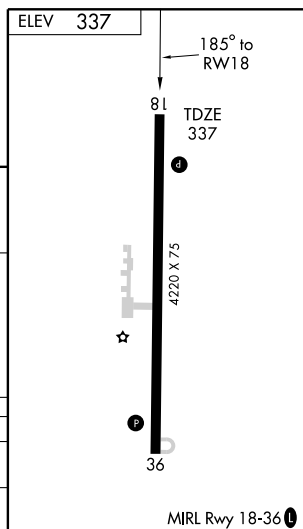
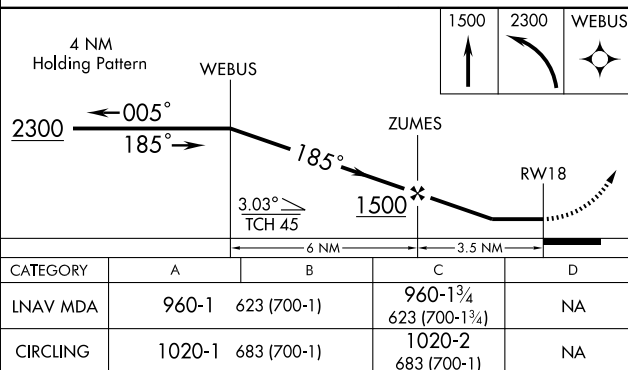
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★
124.2 279.6

CTAF
122.9 **L**

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010



MONTEZUMA, GEORGIA

Orig 07186

MONTEZUMA/DR. C. P. SAVAGE SR.(53A)

32°18'N - 84°00'W

RNAV (GPS) RWY 18

APP CRS **005°**
Rwy Idg **4220**
TDZE **337**
Apt Elev **337**

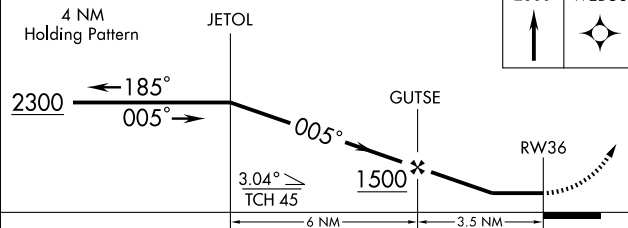
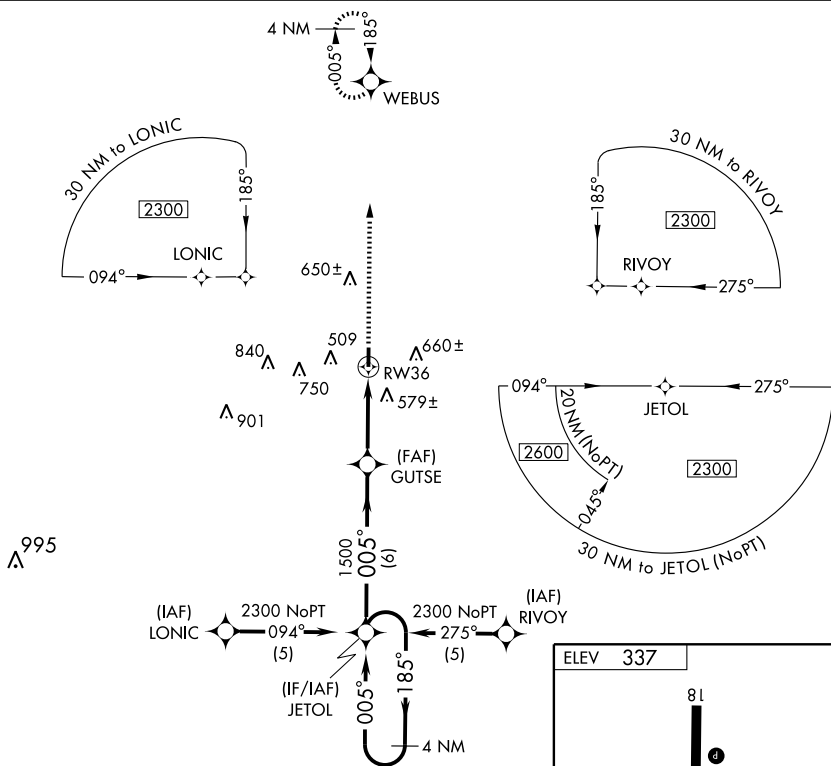
RNAV (GPS) RWY 36
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Americus altimeter setting; if not received use
Macon altimeter setting and increase all MDAs 20 feet.

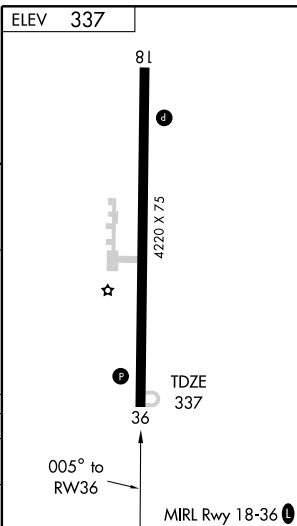
MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.

ATLANTA APP CON★
124.2 279.6

CTAF
122.9



CATEGORY	A	B	C	D
LNAV MDA	900-1	563 (600-1)	900-1½ 563 (600-1½)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



MOULTRIE

MOULTRIE MUNI (MGR) 6 S UTC-5(-4DT) N31°05.10' W83°48.20'

294 B S4 FUEL 100LL, JET A+ OX 3 NOTAM FILE MCN

RWY 04-22: H5129X100 (ASPH) S-30, D-49, 2D-98 MIRL 0.5% up NE

RWY 04: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

RWY 16-34: H3878X75 (ASPH) S-12.5 0.5% up N

RWY 16: Thld displcd 260'. Trees. RWY 34: Trees.

AIRPORT REMARKS: Attended 1300Z±—dusk. Twy lgts Rwy 04-22 only.

Rwy 04-22 has 25' shoulders each side of rwy. MIRL Rwy 04-22 preset on low ints dusk-0300Z±; to increase ints and ACTIVATE after 0300Z±—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (229) 890-5320.

COMMUNICATIONS: CTAF 122.8 UNICOM 122.8

RCO 122.1R 108.8T (MACON RADIO)

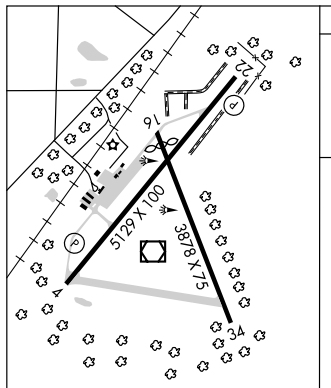
Ⓡ **VALDOSTA APP/DEP CON** 119.525 (8,000' and abv) 126.6 (blo 8,000')
(Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 132.3 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

(L) **VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25'
at fld. 290/02W.

VOR portion unusable 151°-226° blo 5000'; 280°-355°.



JACKSONVILLE
H-9B, 12F, L-22J
IAP

SPENCE (MUL) 4 SE UTC-5(-4DT) N31°08.26' W83°42.24'

292 S4 NOTAM FILE MCN

RWY 14-32: H4500X75 (CONC) S-65, D-90

AIRPORT REMARKS: Unattended. Rwy condition poor. Farm and construction equipment crossing rwy. Extensive military traffic, 200 knots, sfc to 3500 ft within 5 NM. To avoid potential traffic conflict with MOODY AFB T-6A acft and receive advisories, all acft are requested to announce their arrival or departure intentions on UNICOM 123.0.

Acft manufacturer located on aprt: acft testing and demonstration with lgds and departure from apron. Parking apron has loose gravel throughout.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 059° 6.1 NM to fld. 290/02W.

JACKSONVILLE
L-22J

NAHUNTA

BRANTLEY CO (4J1) 4 E UTC-5(-4DT) N31°12.45' W81°54.35'

83 NOTAM FILE MCN

RWY 01-19: H3000X50 (ASPH) S-14

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Rwy 01-19 pavement severely oxidized and cracked.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03' W81°26.76' 296°25.5 NM to fld. 10/04W.

JACKSONVILLE
L-24H

NDB GTP 245	APP CRS 009°	Rwy Idg TDZE Apt Elev	N/A N/A 294
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NDB-A
MOULTRIE MUNI (MGR)

⚠ When local altimeter setting not recieved, use Valdosta altimeter setting and increase all MDA 100 feet, increase Cat C visibility ½ mile, and increase Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct GTP NDB and hold.

AWOS-3
118.925

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.8 (CTAF) 0

△ 1549

722 △

△ 549

HARKE

2400
127°
(12.4)

IAF
PATTEN
245 GTP

430±

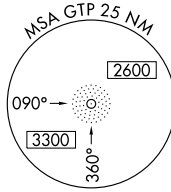
186°

009°

144°

324°

10 NM



Remain
within 10 NM

NDB

2400

189°

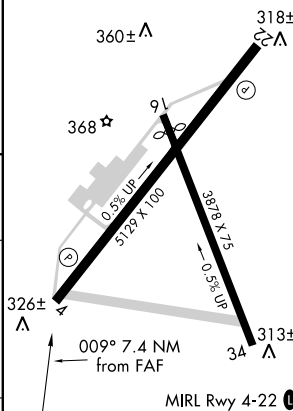
009°

2000

7.4 NM



ELEV 294



CATEGORY	A	B	C	D
CIRCLING	880-1 586 (600-1)		880-1½ 586 (600-1½)	880-2 586 (600-2)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

WAAS CH 82603 W04A	APP CRS 041°	Rwy Idg TDZE 5129 Apt Elev 289
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RNAV (GPS) RWY 4

MOULTRIE MUNI (MGR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA.

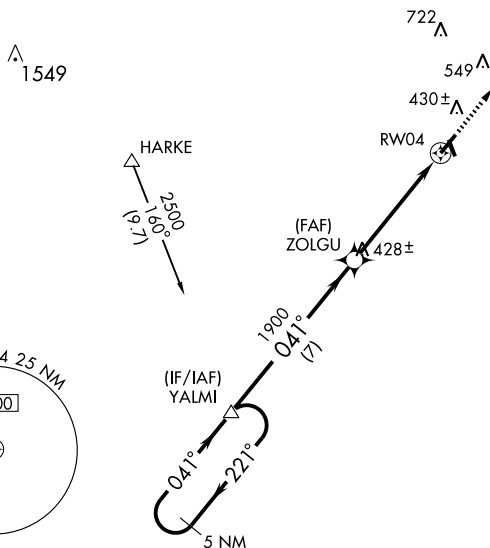
MISSED APPROACH:
Climb to 2500 direct
TUMVY and hold.

AWOS-3
118.925

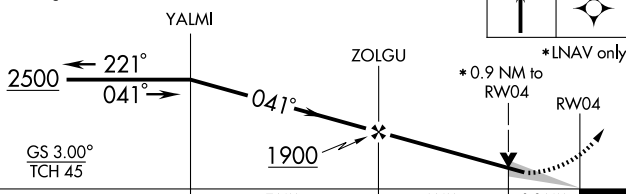
VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.8 (CTAF) **0**

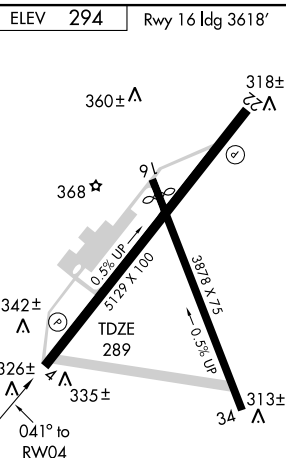
MISSED APCH FIX
5 NM



5 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	539-1		250 (300-1)	
LNAV/VNAV DA	605-1 ¼		316 (400-1 ¼)	
LNAV MDA	600-1		311 (400-1)	
CIRCLING	780-1 486 (500-1)		780-1 ½ 486 (500-1 ½)	860-2 566 (600-2)



MIRL Rwy 4-22 **0**

MOULTRIE, GEORGIA

Orig 07130

31° 05'N - 83° 48'W

MOULTRIE MUNI (MGR)

RNAV (GPS) RWY 4

WAAS
CH 93803
W22A

APP CRS
221°

Rwy Idg	5129
TDZE	294
Apt Elev	294

RNAV (GPS) RWY 22

MOULTRIÉ MUNI (MGR)

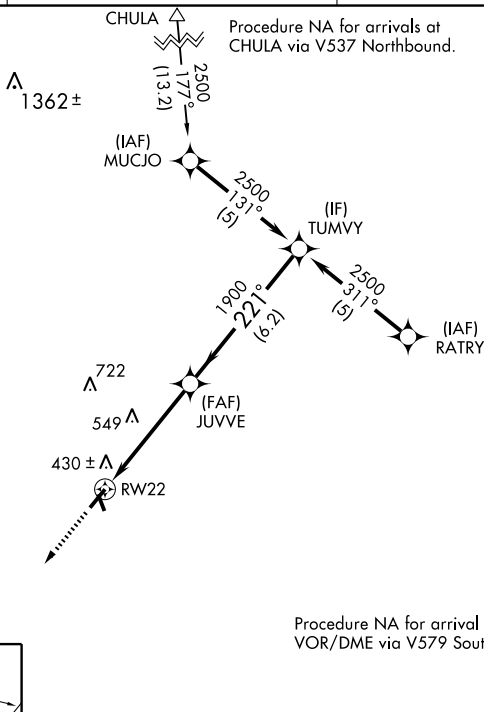
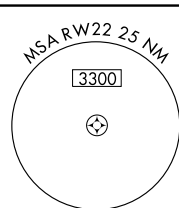



If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2500 direct
YALMI and hold.

AWOS-3
118.925

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.8 (CTAF) 

Procedure NA for arrival at OTK
VOR/DME via V579 Southbound.

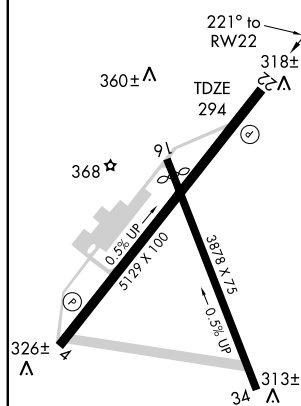
VALDOSTA
OTK

MISSED APCH FIX



FIFV 294

Rwy 16 lda 3618'

MIRL Rwy 4-22 **L**

MOULTRIE, GEORGIA
Orig 07130

<div>2500 ↑</div>		<div>YALMI △</div>		<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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MOULTRIE MUNI (MGR)

RNAV (GPS) RWY 22

31° 05'N - 83° 48'W

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME MGR 108.8 Chan 25	APP CRS 214°	Rwy Idg TDZE 294 Apt Elev 294	5129 294 294
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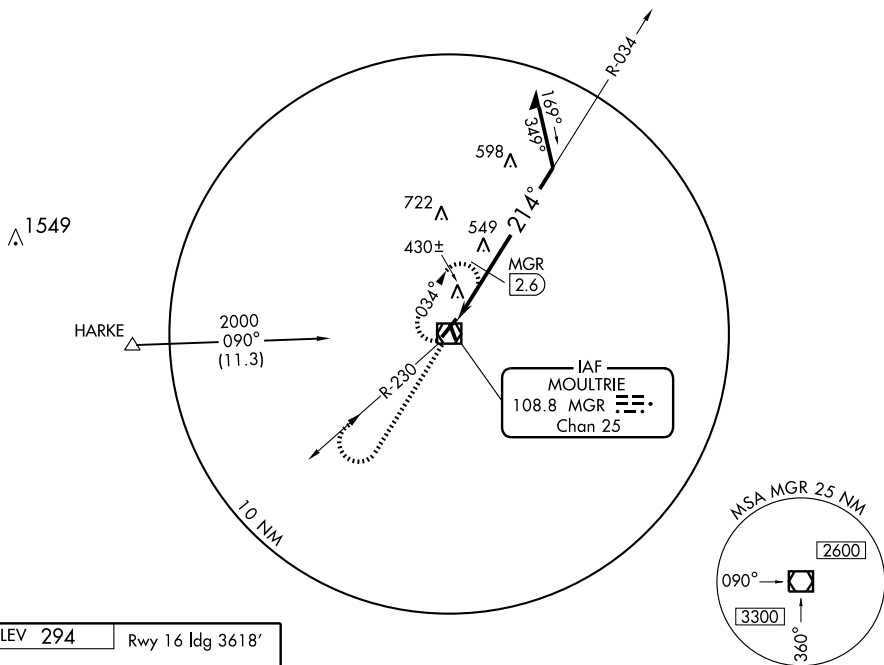
VOR RWY 22

MOULTRIE MUNI (MGR)

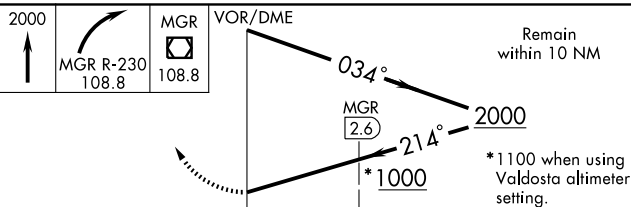
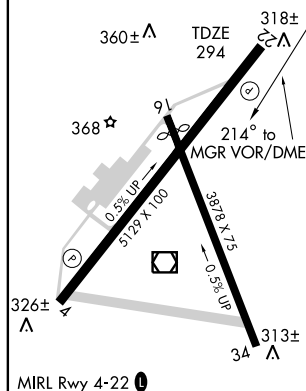
AWOS-3
118.925

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.8 (CTAF) 0



ELEV 294 Rwy 16 Idg 3618'



CATEGORY	A	B	C	D
S-22	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2½ 706 (800-2½)
CIRCLING	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2½ 706 (800-2½)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1½ 386 (400-1½)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1½ 466 (500-1½)	860-2 566 (600-2)

NASHVILLE

BERRIEN CO (4J2) 1 E UTC-5(-4DT) N31°12.75' W83°13.58'

240 B TPA-1040(800) NOTAM FILE MCN

RWY 10-28: H4006X75 (ASPH) S-23 MIRL

RWY 10: REIL. PAPI(P2L). Treeline.

RWY 28: REIL. PAPI(P2L)-GA 3.0°TCH 33'. Trees.

AIRPORT REMARKS: Unattended. MIRL Rwy 10-28 preset on low ints dusk-dawn; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **VALDOSTA APP/DEP CON** 126.6 (blo 8000') 119.525 (8000' and abv)
(Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and
hol 1400-2200Z†)

JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z†, Fri
0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

GCO 121.725 (FLIGHT SERVICES)

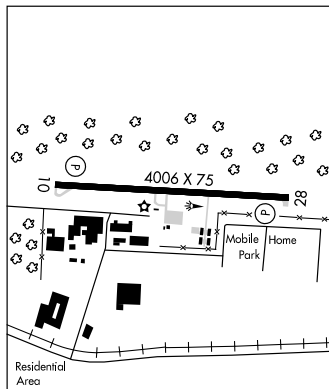
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MOULTREE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94'
W83°48.25' 077° 30.8 NM to fld. 290/02W.

JACKSONVILLE

L-22J

IAP



NEWNAN COWETA CO (See ATLANTA)

ONYUN N32°13.40' W82°17.89' NOTAM FILE MCN.

NDB (MHW) 372 UQN 248° 4.1 NM to Vidalia Rgnl.

ATLANTA

L-24H

PATTEN N30°57.45' W83°49.60' NOTAM FILE MCN.

NDB (MHW) 245 GTP 223° 4.4 NM to Thomasville Rgnl.

JACKSONVILLE

L-21D, 22J

PAULDING-NORTHWEST ATLANTA (See DALLAS)

PEACH STATE (See WILLIAMSON)

PEACHTREE N33°52.54' W84°17.93' NOTAM FILE PDK.

(L) **VOR/DME** 116.6 PDK Chan 113 at DeKalb-Peachtree. 970/02W.

RCO 122.1R 116.6T (MACON RADIO) at DeKalb-Peachtree.

ATLANTA

L-18J, A

PEACHTREE CITY-FALCON FLD (See ATLANTA)

PECAN N31°39.31' W84°17.59' NOTAM FILE ABY.

(H) **VORTACW** 116.1 PZD Chan 108 147° 8.8 NM to Southwest Georgia Rgnl.
280/02W. **HIWAS**.

JACKSONVILLE

H-9A, 12F, L-18J

PECAT N33°18.04' W84°29.19' NOTAM FILE MCN.

NDB (MHW/LOM) 316 FF 310° 5.5 NM to Peachtree City-Falcon Fld. **NDB** unmonitored 0200-1000Z†.

ATLANTA

L-18J, A

APP CRS	Rwy Idg	4006
096°	TDZE	241
	Apt Elev	241

GPS RWY 10

NASHVILLE/BERRIEN COUNTY (4J2)



Use Moody AFB altimeter setting, when
not available, procedure not authorized.

MISSED APPROACH: Climbing left turn
to 2200 direct BIDRY WP and hold.

VALDOSTA APP CON ★
126.6 285.6

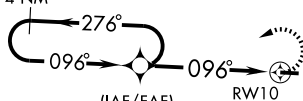
UNICOM
122.7 (CTAF) 0

GCO
121.725

TIFT MYERS
IFM

2200
150°
(15.1)

4 NM

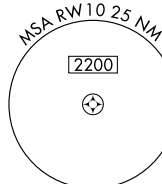


(IAF/FAF)
BIDRY

1177'

568

RW10



ELEV 241

4 NM
Holding Pattern

BIDRY

2200

BIDRY

2200

276°
096°

3.05°
TCH 40

1900

096°

RW10

5 NM

096° to
RW10

TDZE
241

4006 X 75

399±

28

427±

CATEGORY	A	B	C	D
S-10	740-1 499 (500-1)		740-1 1/4 499 (500-1 1/4)	NA
CIRCLING	820-1 579 (600-1)		820-1 1/2 579 (600-1 1/2)	NA

MIRL Rwy 10-28 0
REIL Rwy 10 and 28

PERRY-HOUSTON CO (PXE) 4 NW UTC-5(-4DT) N32°30.63' W83°46.04'
 418 B S2 FUEL 100LL, JET A1+ TPA-1218(800) NOTAM FILE MCN
 RWY 18-36: H5002X100 (ASPH) S-30 MIRL

ATLANTA
 H-9B, 12F, L-18J
 IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 36: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z+. For svc after hrs call
 478-397-3625. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and
 Rwy 36 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.825 (478) 987-8768.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)
 (1115-0500Z+)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z+)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

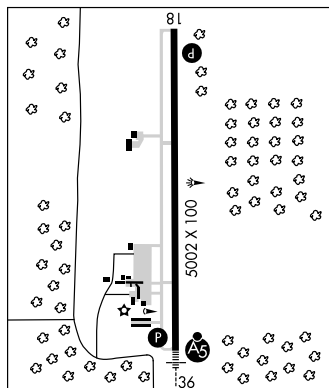
VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 321° 22.5 NM to fld. 300/01E

BAY CREEK NDB (MHW) 350 BEP N32°27.45' W83°45.94'

002° 3.2 NM to fld.

ILS 109.15 I-PXE Rwy 36. (LOC only).



PETERSON FLD (See PLAINS)

PICKENS CO (See JASPER)

PINE MOUNTAIN N32°50.57' W84°52.36' NOTAM FILE MCN.
 NDB (MHW) 272 PIM at Harris Co. Unmonitored.

ATLANTA
 L-18I

PINE MOUNTAIN

HARRIS CO (PIM) 2 SW UTC-5(-4DT) N32°50.44' W84°52.95'

902 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 09-27: H5002X100 (ASPH) S-20 MIRL

RWY 09: VASI(V4R)—GA 3.5° TCH 31'. Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended Thu-Mon 1400-2200Z+. Arpt unattended
 Mon thru Thu. Fuel 24 hr self svc with credit card. Deer on and
 invof arpt. ACTIVATE MIRL Rwy 09-27 and VASI Rwy 09—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
 (1115-0500Z+) CLNC DEL 127.7

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)

CLNC DEL 120.45

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

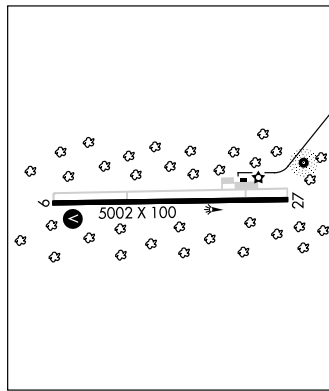
LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'

W85°12.37' 126° 20.6 NM to fld. 790/01E.

HIWAS.

PINE MOUNTAIN NDB (MHW) 272 PIM N32°50.57' W84°52.36' at
 fld. Unmonitored.

ATLANTA
 H-9A, 12F, L-18I
 IAP

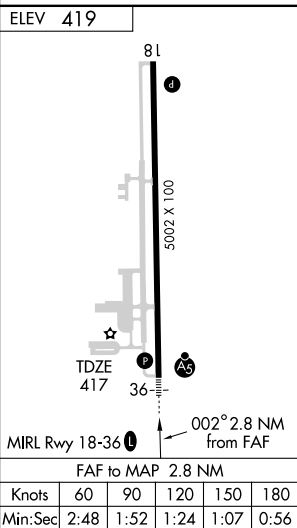
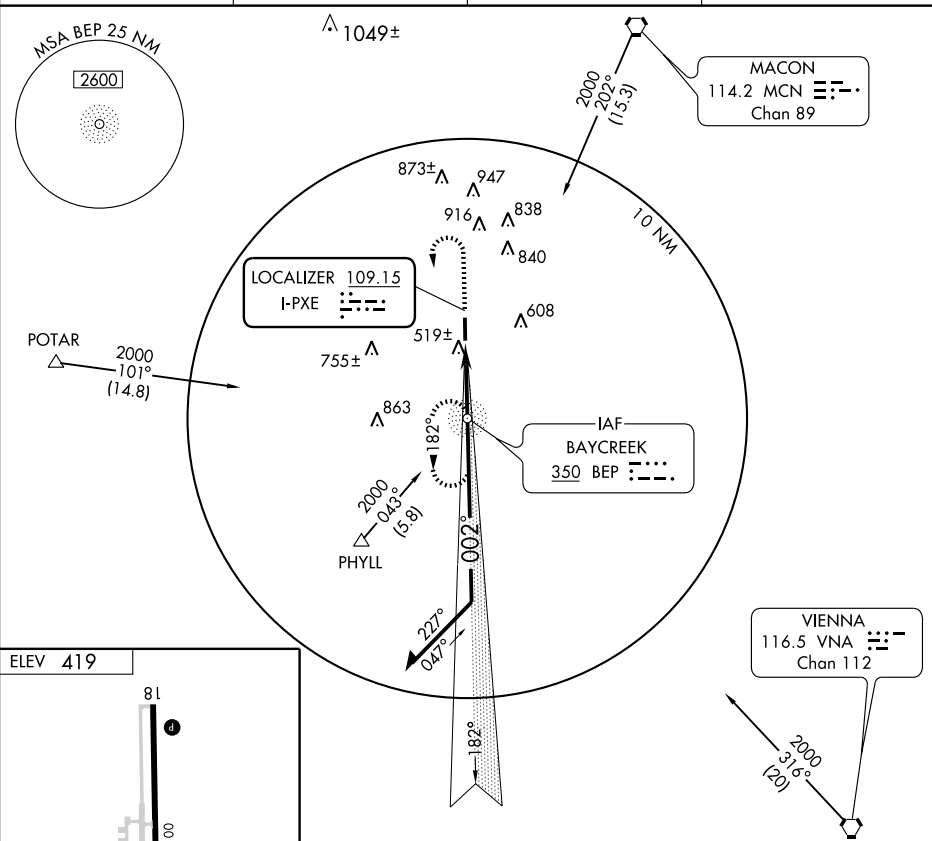


LOC I-PXE 109.15	APP CRS 002°	Rwy Idg TDZE Apt Elev	5002 417 419
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LOC RWY 36

PERRY-HOUSTON COUNTY (PXE)

▼ ▲ NA	If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply. ADF REQUIRED	MALSR AS	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.
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AWOS-3
123.825ATLANTA APP CON*
124.2 279.6GCO
121.725UNICOM
122.7 (CTAF)

MIRL Rwy 18-36

002° 2.8 NM from FAF

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NDB BEP 350	APP CRS 001°	Rwy Idg 5002
	TDZE 417	Apt Elev 418

NDB RWY 36

PERRY-HOUSTON COUNTY (PXE)

V **NA** If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.
Inoperative table does not apply.



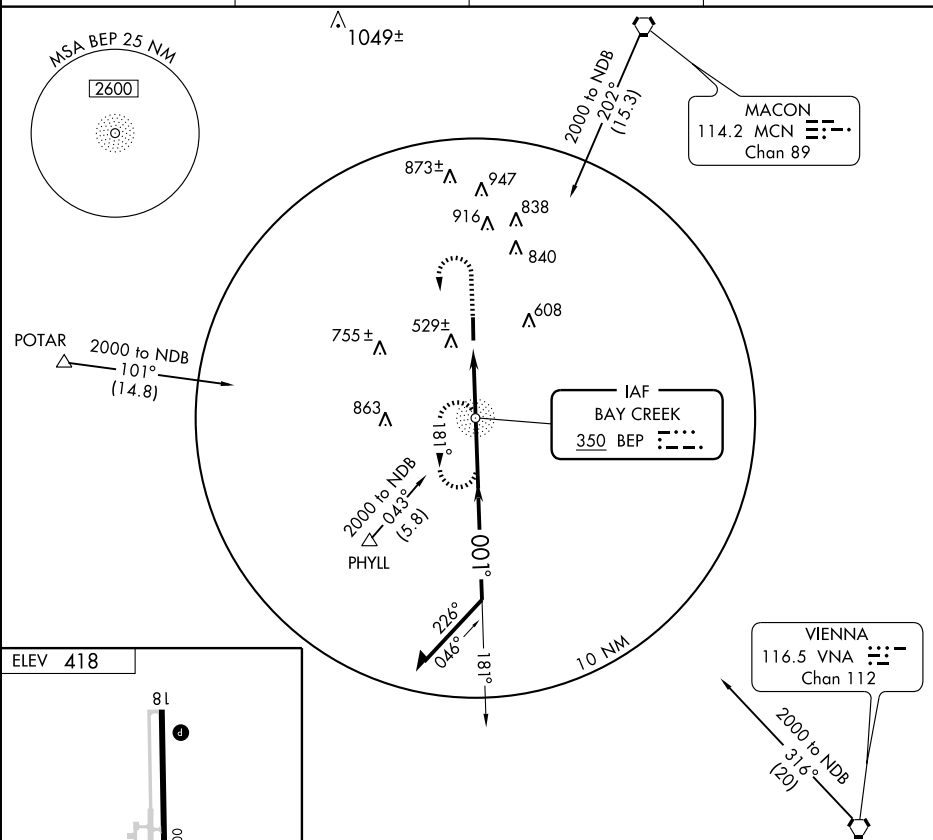
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3
123.825

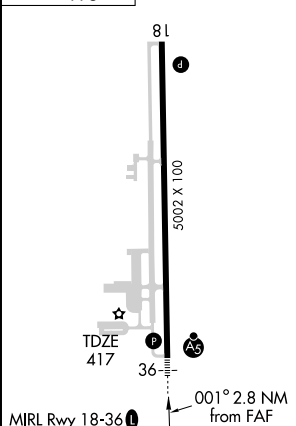
ATLANTA APP CON ★
124.2 279.6

GCO
121.725

UNICOM
122.7 (CTAF) 0



ELEV 418



FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

Remain within 10 NM					NDB		1200	2000	BEP
					2000	181°	001°	1300	
							2.8 NM		
CATEGORY	A		B		C		D		
S-36	840-1		423 (500-1)		840-1 1/4		423 (500-1 1/4)		
CIRCLING	860-1		880-1		880-1 1/2		980-2		
	442 (500-1)		462 (500-1)		462 (500-1 1/2)		562 (600-2)		

WAAS CH 87104 W18A	APP CRS 182°	Rwy Idg 5002 TDZE 418 Apt Elev 418
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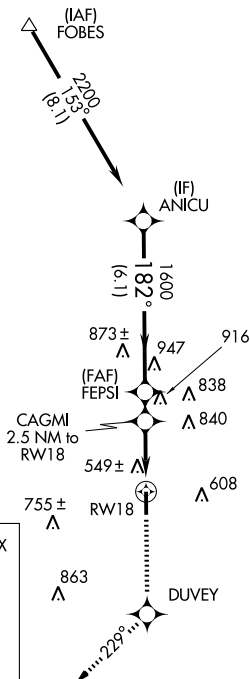
RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000
direct DUEY and via 229° track
to PHYLL and hold.

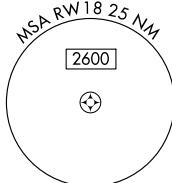
AWOS-3 123,825	ATLANTA APP CON★ 124.2 279.6	GCO 121.725	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at FOBES
via V154 northwest bound.

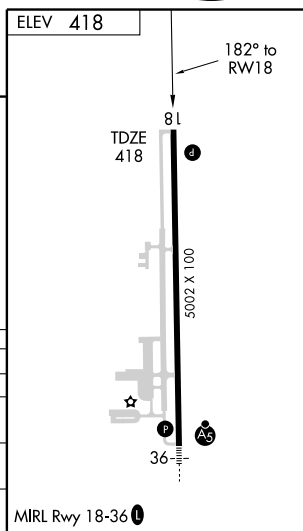


1212
A

MISSED APCH FIX
PHYLL



2000
↑
DUVEY
229°
TRK
PHYLL
△
VAGSI and RNAV glidepath
not coincident.
ANICU
2200
Procedure
Turn
NA
GS 3.00°
TCH 40
RW18
CAGMI
2.5 NM to
RW18
*1.7 NM to
RW18
FEPSI
1260*
1600
182°
1.7 NM
0.8
1.1 NM
6.1 NM
CATEGORY
LPV DA
LN/NAV/
VNAV DA
LN/NAV MDA
CIRCLING



WAAS CH 86805 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5002 417 418
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RNAV (GPS) RWY 36

PERRY-HOUSTON COUNTY (PXE)

NA If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2500 direct FEPST and via 332° track to ROBBS and hold.

AWOS-3

123.825

ATLANTA APP CON*

124.2 279.6

GCO

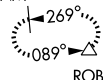
121.725

UNICOM

122.7 (CTAF) 1

MISSED APCH FIX

5 NM



ROBBS

△ 980

MSA RW36 2.5 NM

2600



Procedure NA for arrivals at BOSAY via V35 southwest bound.

Procedure NA for arrivals at VNA VORTAC on airway radials 259 CW 344.

ELEV 418

81

1

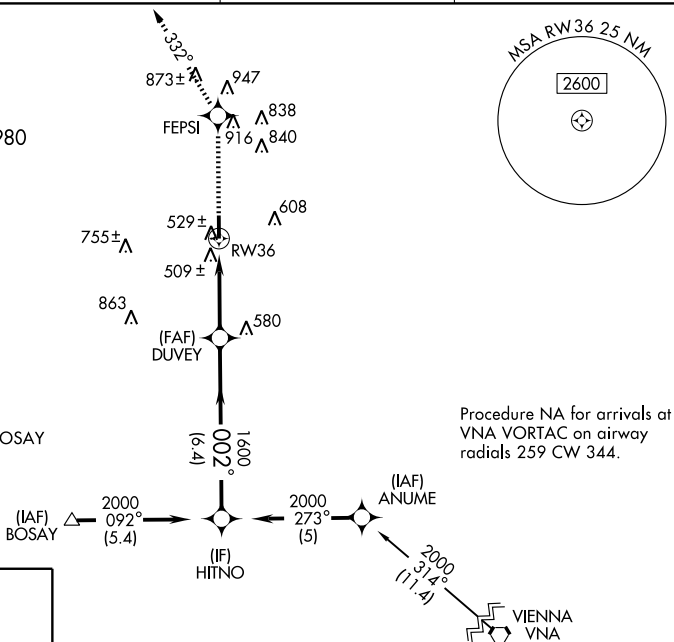
5002 X 100

TDZE
417

36

002° to
RW36

MIRL Rwy 18-36 1

Procedure
Turn
NA

HITNO

VGSI and RNAV glidepath
not coincident.

2500

FEPST

332°

ROBBS

2000

002°

DUVEY

*1.1 NM to
RW36

*LNAV only

1600

RW36

6.4 NM

2.5 NM

1.1

CATEGORY

A

B

C

D

LPV DA

778-1¼ 361 (400-1¼)

LNAV/
VNAV DA

806-1½ 389 (400-1½)

LNAV MDA

780-¾ 363 (400-¾)

780-1¼

363 (400-1¼)

CIRCLING

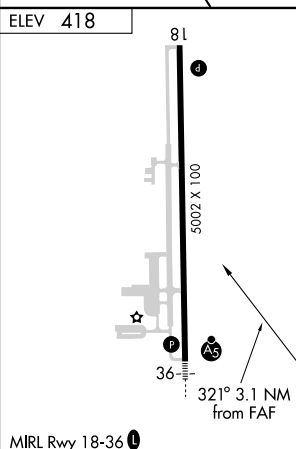
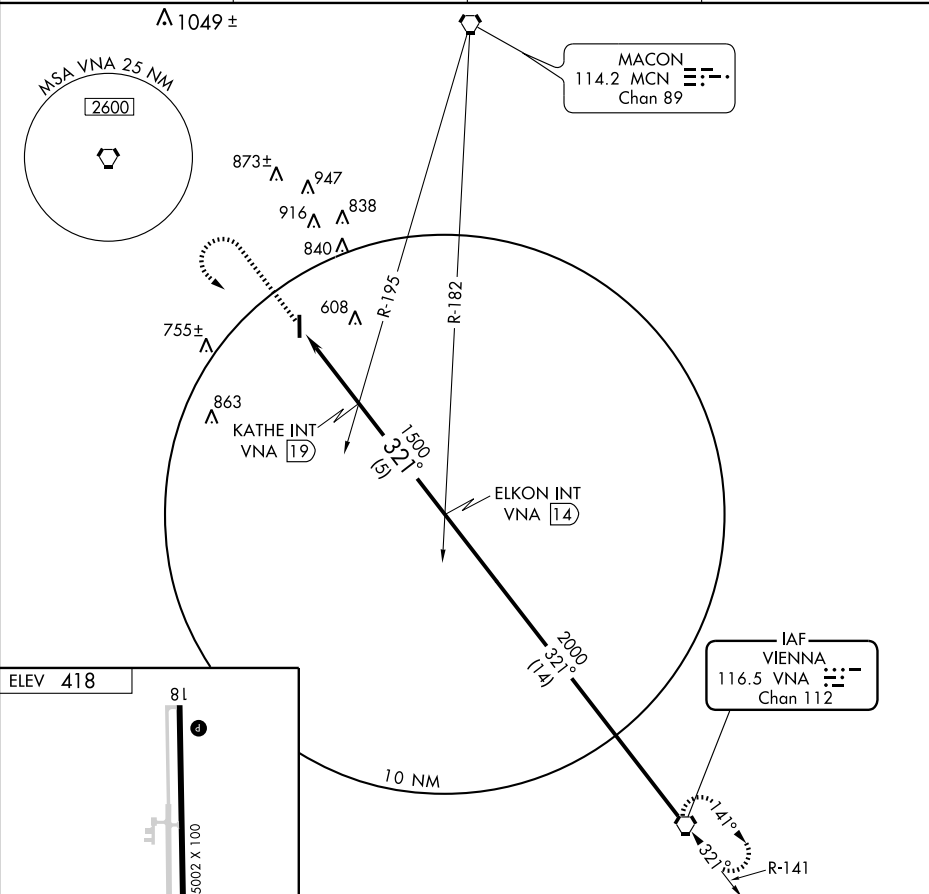
860-1
442 (500-1)880-1
462 (500-1)880-1½
462 (500-1½)980-2
562 (600-2)

VORTAC VNA 116.5 Chan 112	APP CRS 321°	Rwy Idg TDZE Apt Elev N/A N/A 418
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V NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3 123.825	ATLANTA APP CON ★ 124.2 279.6	GCO 121.725	UNICOM 122.7 (CTAF) 0
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1300	2000	VNA	ELKON INT VNA 14	VORTAC
321°	321°	321°	321°	321°
1500	2000	2000	2000	2000
3.1 NM	5 NM	14 NM		
FAF to MAP 3.1 NM				
CATEGORY	A	B	C	D
CIRCLING	860-1 442 (500-1)	880-1 1/4 462 (500-1 1/4)	880-1 1/2 462 (500-1 1/2)	980-2 562 (600-2)

PERRY-HOUSTON CO (PXE) 4 NW UTC-5(-4DT) N32°30.63' W83°46.04'
 418 B S2 FUEL 100LL, JET A1+ TPA-1218(800) NOTAM FILE MCN
 RWY 18-36: H5002X100 (ASPH) S-30 MIRL

ATLANTA
 H-9B, 12F, L-18J
 IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 36: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z+. For svc after hrs call
 478-397-3625. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and
 Rwy 36 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.825 (478) 987-8768.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)
 (1115-0500Z+)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z+)

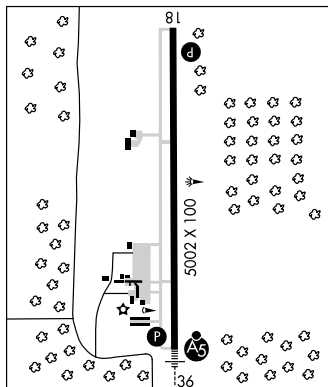
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'
 W83°29.84' 321° 22.5 NM to fld. 300/01E

BAY CREEK NDB (MHW) 350 BEP N32°27.45' W83°45.94'
 002° 3.2 NM to fld.

ILS 109.15 I-PXE Rwy 36. (LOC only).



PETERSON FLD (See PLAINS)

PICKENS CO (See JASPER)

PINE MOUNTAIN N32°50.57' W84°52.36' NOTAM FILE MCN.
 NDB (MHW) 272 PIM at Harris Co. Unmonitored.

ATLANTA
 L-18I

PINE MOUNTAIN

HARRIS CO (PIM) 2 SW UTC-5(-4DT) N32°50.44' W84°52.95'

902 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 09-27: H5002X100 (ASPH) S-20 MIRL

RWY 09: VASI(V4R)—GA 3.5° TCH 31'. Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended Thu-Mon 1400-2200Z+. Arpt unattended
 Mon thru Thu. Fuel 24 hr self svc with credit card. Deer on and
 invof arpt. ACTIVATE MIRL Rwy 09-27 and VASI Rwy 09—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
 (1115-0500Z+) CLNC DEL 127.7

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)
 CLNC DEL 120.45

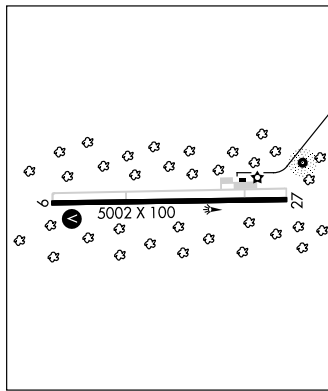
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'
 W85°12.37' 126° 20.6 NM to fld. 790/01E.

HIWAS.

PINE MOUNTAIN NDB (MHW) 272 PIM N32°50.57' W84°52.36' at
 fld. Unmonitored.

ATLANTA
 H-9A, 12F, L-18I
 IAP



WAAS Ch 58019 W09A	APP CRS 091°	Rwy Idg TDZE Apt Elev	5002 902 902
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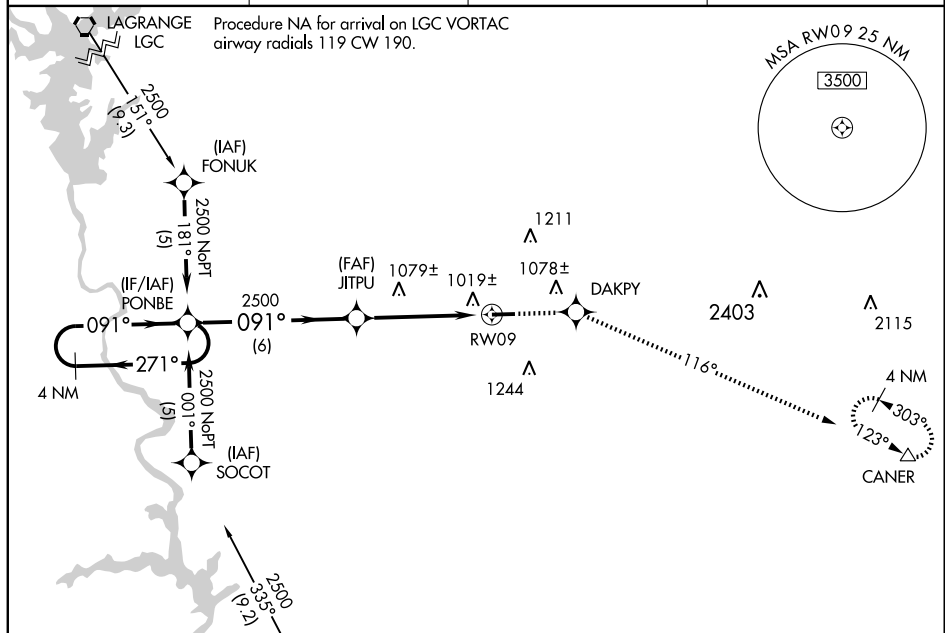
RNAV (GPS) RWY 9

PINE MOUNTAIN/HARRIS COUNTY (PIM)

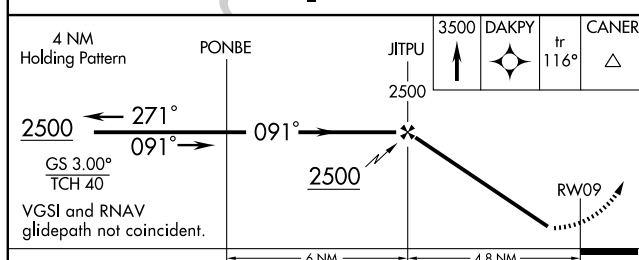
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use LaGrange altimeter setting; when not received, use Columbus altimeter setting and increase all DA 54 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct DAKPY and on track 116° to CANER and hold.

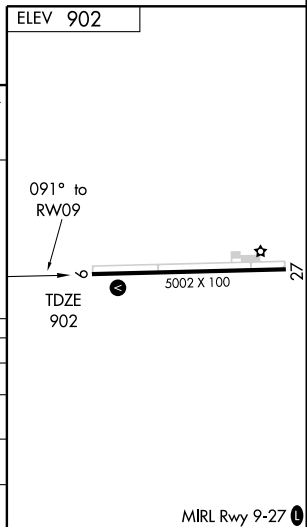
LAGRANGE AWOS-3 126.325	ATLANTA APP CON ★ 125.5 323.1	CINC DEL 127.7	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival on CSG VORTAC airway radials 339 CW 009.



CATEGORY	A	B	C	D
LPV DA	1217-1	315 (400-1)		
LNAV/VNAV DA	1383-1¾	481 (500-1¾)		
LNAV MDA	1400-1 498 (500-1)	1400-1¼ 498 (500-1¼)	1400-1½ 498 (500-1½)	
CIRCLING	1440-1 538 (600-1)	1460-1½ 558 (600-1½)	1660-2½ 758 (800-2½)	



VORTAC LGC 115.6 Chan 103	APP CRS 126°	Rwy Idg TDZE Apt Elev	N/A N/A 902
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VOR-A

PINE MOUNTAIN/HARRIS COUNTY (PIM)

T Visibility reduction by helicopters NA. Use LaGrange altimeter setting, when not received, use Columbus altimeter setting and increase all **A** MDA 60 feet, increase Circling Cats C and D visibility $\frac{1}{4}$ mile.

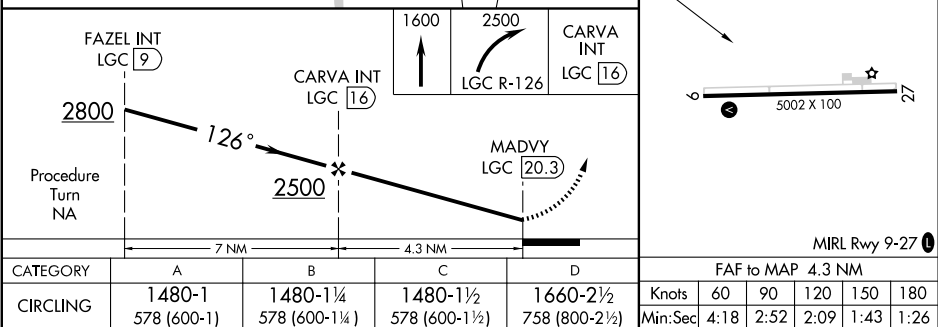
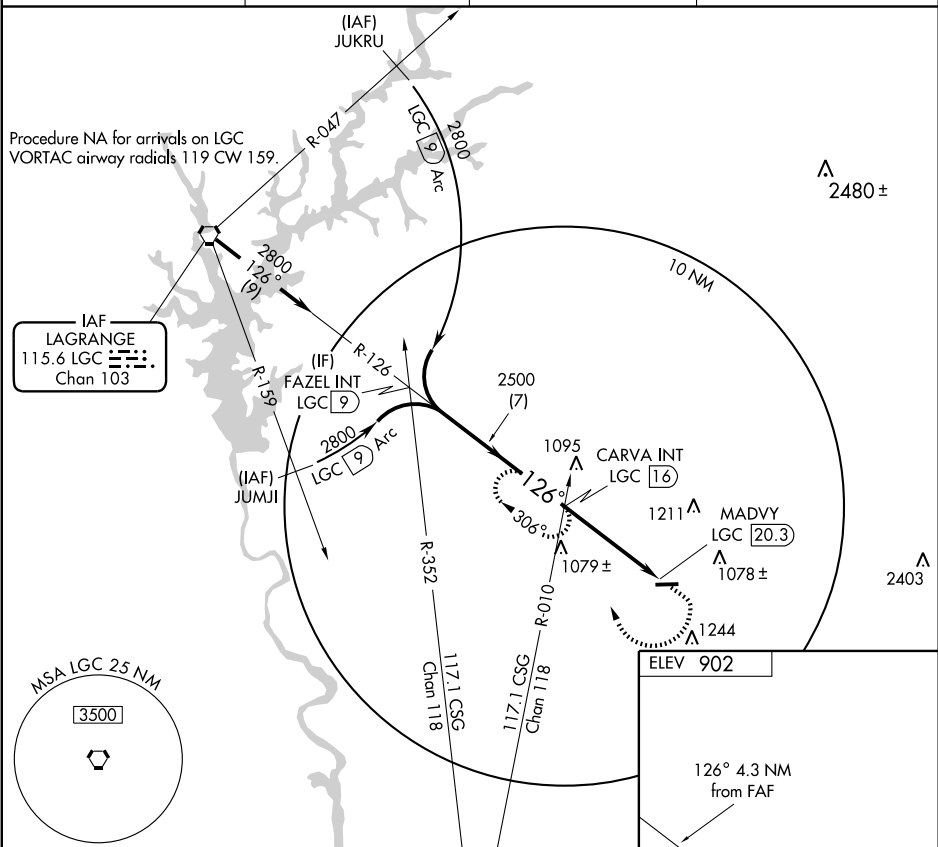
MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on LGC VORTAC R-126 to CARVA Int/LGC 16 DME and hold.

LAGRANGE AWOS-3
126.325

ATLANTA APP CON ★
125.5 323.1

CLNC DEL
127.7

UNICOM
122.8 (CTAF) **L**



PINE MOUNTAIN, GEORGIA

Amdt 5 23SEP10

PINE MOUNTAIN/HARRIS COUNTY (PIM)

VOR-A

32°50'N - 84°53'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

PLAINS

PETERSON FLD (7A9) 3 NE UTC-5(-4DT) N32°05.32' W84°22.35'

526 NOTAM FILE MCN

RWY 18-36: 3255X230 (TURF) LIRL

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. South 1065' of rwy unlighted. For rwy lgts call 912-824-7788. Rwy 18 thld marked by yellow tires. 8 ft brush along old fence line parallels rwy along east side 115 ft from centerline.

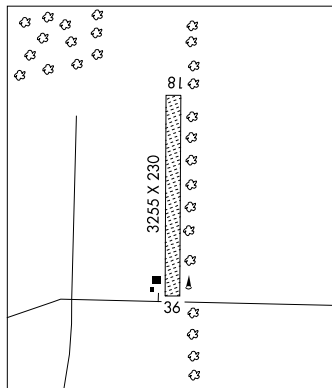
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z+)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31' W84°17.59' 353° 26.3 NM to fld. 280/02W. HIWAS.



ATLANTA
L-18J
IAP

PLANTATION AIRPARK (See SYLVANIA)

POLK CO ARPT-CORNELIUS MOORE FLD (See CEDARTOWN)

PRISON N32°03.46' W82°09.14' NOTAM FILE MCN.

NDB (MHW) 424 RVJ at Swinton Smith Fld At Reidsville Muni.

ATLANTA
L-24H

PUTNY N31°27.37' W84°16.57' NOTAM FILE ABY.

NDB (MHW/LDM) 227 AB 043°6.3 NM to Southwest Georgia Rgnl.

JACKSONVILLE
L-22I

QUITMAN BROOKS CO (4J5) 2 NW UTC-5(-4DT) N30°48.31' W83°35.21'

185 NOTAM FILE MCN

RWY 09-27: H3600X75 (ASPH) MIRL

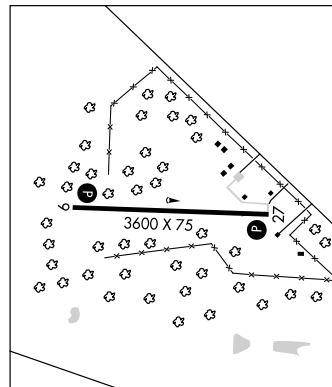
RWY 09: PAPI(P2L). Trees. RWY 27: PAPI(P2L). Pole.

AIRPORT REMARKS: Unattended. MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27 preset on low ints dusk-0100Z+, to incr ints ACTIVATE-CTAF. After 0100Z+ ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VLD.

VALDOSTA (H) VOR/DME 114.8 OTK Chan 95 N30°46.83' W83°16.78' 277° 15.9 NM to fld. 199/2W.



JACKSONVILLE
L-21D, 22I

REDAN N33°38.72' W84°18.68' NOTAM FILE ATL.

NDB (MHW/LDM) 266 BR 269° 5.8 NM to Hartsfield-Jackson Atlanta Intl.

ATLANTA
L-18J,
L-24H

VORTAC PZD 116.1 Chan 108	APP CRS 173°	Rwy Idg TDZE Apt Elev	N/A N/A 526
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VOR/DME or GPS-B

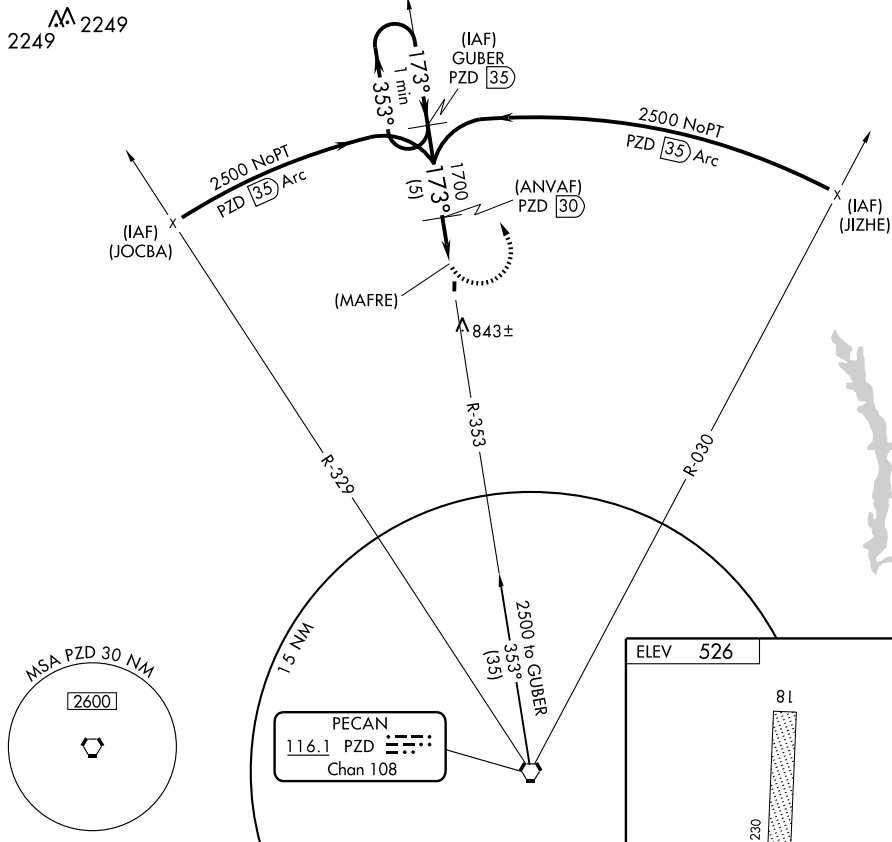
PLAINS/ PETERSON FIELD (7A9)

NA Use Albany altimeter setting. Procedure NA at night without prior arrangement for runway lights.

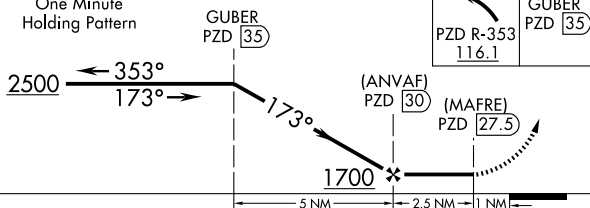
MISSED APPROACH: Climbing left turn to 2500 via PZD R-353 to GUBER 35 DME and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF)



One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1174 (1200-1¼)	1700-1½ 1174 (1200-1½)	1700-3 1174 (1200-3)	NA

LIRL Rwy 18-36

REIDSVILLE

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ) 3 SW UTC-5(-4DT) N32°03.54' W82°09.10' ATLANTA

195 B FUEL 100LL NOTAM FILE MCN

RWY 11-29: H3802X75 (ASPH) S-30 MIRL 0.6% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 28'.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Unattended. Self svc fuel 24 hr. Arpt bcn OTS indef.

ACTIVATE PAPI Rwy 11 and 29—CTAF. MIRL Rwy 11-29 preset low ints dusk-0230Z†; to increase ints and ACTIVATE after 0230Z†—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

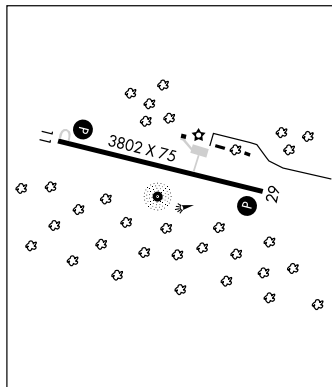
RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 030 36.2 NM to fld. 200/00E. HIWAS.

PRISON NDB (MHW) 424 RVJ N32°03.46' W82°09.14' at fld.

NOTAM FILE MCN.



RICHARD B. RUSSELL (See ROME)

ROBINS AFB (WRB)(KWRB) AF (ANG AFRC) 10 SE UTC-5(-4DT) N32°38.41' W83°35.51' ATLANTA

294 B Class I, ARFF Index A NOTAM FILE WRB Not insp.

H-9B, 12F, L-18J

RWY 15-33: H12001X300 (PEM) PCN 48 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1 PAPI(P4L). RWY 33: ALSF2. PAPI(P4L). Rgt tfc.

ARRESTING GEAR/SYSTEM

RWY 15 HOOK BAK-9(B) (48' OVRN) BAK-14 BAK12B(B) (1926')

BAK-14 BAK-12B(B) (1651') HOOK BAK-9(B) (37' OVRN) RWY 33

MILITARY SERVICE: A-GEAR BAK-12B—extension. BAK-9(B) Disconnected on apch end. LGT All rwy thld gated.

JASU 2(A/M-60) 9(A/M323A-86).

FUEL J8 FLUID SP PRESAIR LHOX LOX LHNIT OIL O-148-156 SOAP Avbl weekdays 1200-1900Z†. TRAN

ALERT Opr weekdays 1100-0200Z†, weekends 1300-2100Z† and clsd hol. Fleet svc not avbl. Tran acft not allowed when tran alert not avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all acft, ctc Base OPS DSN 468-2114, C478-926-2114, fax extension 7480. PPR will be good for +/- 1 hr. Coordination of PPR outside of block time by phone rqr or will be considered cancelled. Base OPS opr 24 hr. **CAUTION** On apch Rwy 15, do not mistake Middle Georgia Rgnl Arpt 3.3 NM NW for Robbins AFB. All arrival/dep helicopter using helipad exercise caution, uncontrolled vehicle opr on twy N of helipad. 3 lgt Tw tvr 6.5 NM NE 1212'. Bird Watch Condition Phase II from Sep thru Feb from SR-30 to SR+60 and SS-30 to SS+60, dates are subject to change with the migratory season. See NOTAMS for updates. **NS ABTMT** Strict adherence to procedure, acft rstd to full stop only between 0400-1100Z†. **CSTMS/AG/IMG** CSTMS, AG on call with 2 hr prior notice rqr. US military personnel and dependents only. **MISC** Dep acft do not turn on transponder until entering rwy. Acft with VIP ctc PTD 30 minutes prior with firm block time. Standard USAF RSRs applied. **ANG** Opr Mon-Fri 0900-0400Z†, exc hol, DSN 241-2313, C478-2313.

COMMUNICATIONS: SFA ATIS 119.475 233.4 PTD 134.1 372.2

Ⓡ ATLANTA APP/DEP CON 124.2 279.6 (blo 7000') 119.6 388.2 (7000' and abv) (1200-0500Z†), other times ctc

Ⓡ ATLANTA CENTER APP/DEP CON 134.5 360.75

TOWER 133.225 316.125 GND CON 121.85 275.8 PMSV METRO 349.85 (Remote briefing svc avbl 26 OWS Barksdale AFB DSN 331-2651/2652/2653, C318-529-2651/2652/2653, or toll free C866-223-9328. Full

svc 24 hr.) 116 ANG OPS (PEACH OPS) 293.525 ARNG OPS 36.10 327.2 MAINT CONTROL CENTER (EAGLE CONTROL) 225.925 (Robins ALC—Maintenance acft only, not for relay of svc passenger cargo pickup req.)

AFMC COMD POST (BLACK KNIGHT CONTROL) 311.0 AFRC COMD POST (GUNRUNNER) 372.175

AIRSPACE: TRSA svc ctc ATLANTA APP CON 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' 136° 4.2 NM to fld. 381/1E.

ILS 111.7 I-RJM Rwy 15.

ILS 110.1 I-WRB Rwy 33.

ROME N34°09.75' W85°07.17' NOTAM FILE RMG.

ATLANTA

(H) VORTACW 115.4 RMG Chan 101 188° 8.7 NM to Cornelius-Moore. 1150/01E. HIWAS.

H-9A, 12F, L-18J

RCO 122.3 (MACON RADIO)

APP CRS **111°**
 Rwy ldg **3802**
 TDZE **191**
 Apt Elev **195**

RNAV (GPS) RWY 11

REIDSVILLE/SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

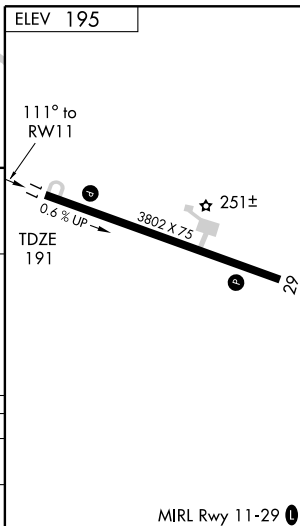
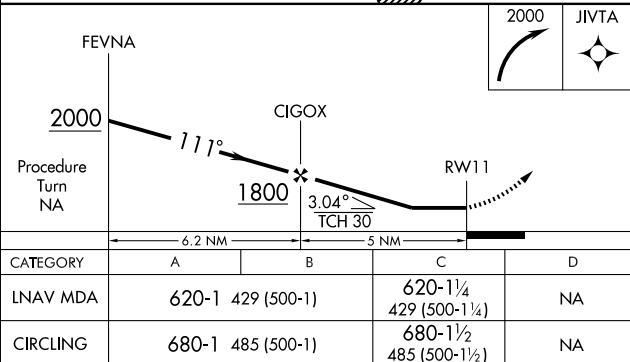
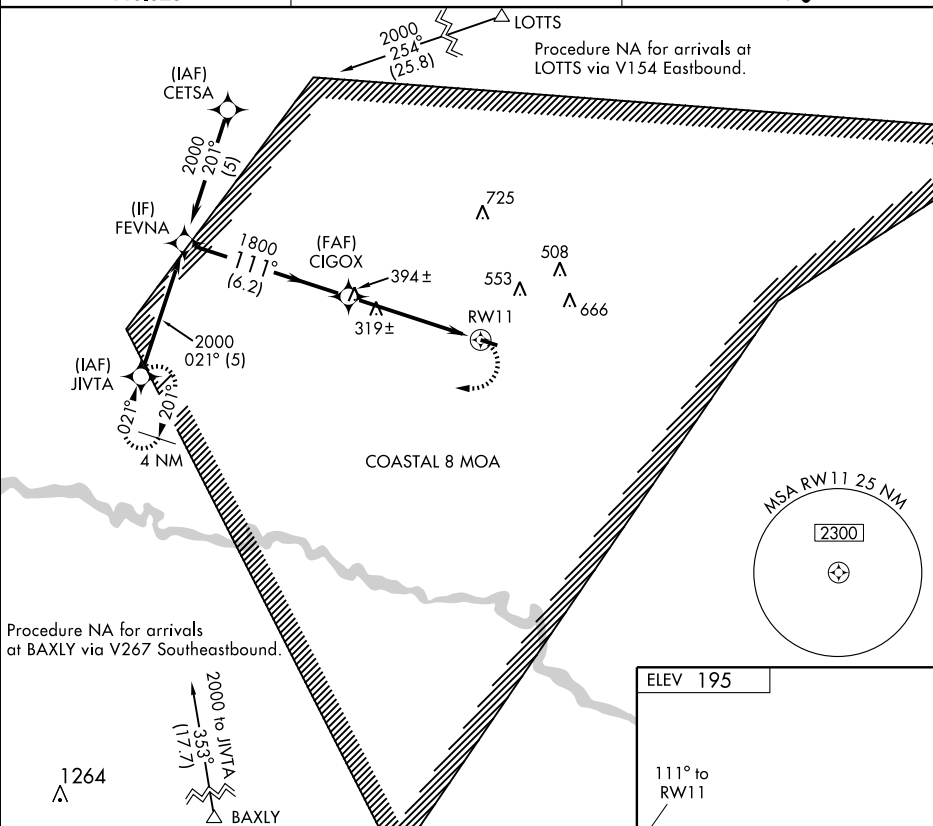
V NA DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.

VIDALIA AWOS-3
119.925

JACKSONVILLE CENTER
132.3 290.4

CTAF
122.9 0



10210

AIRPORT DIAGRAM

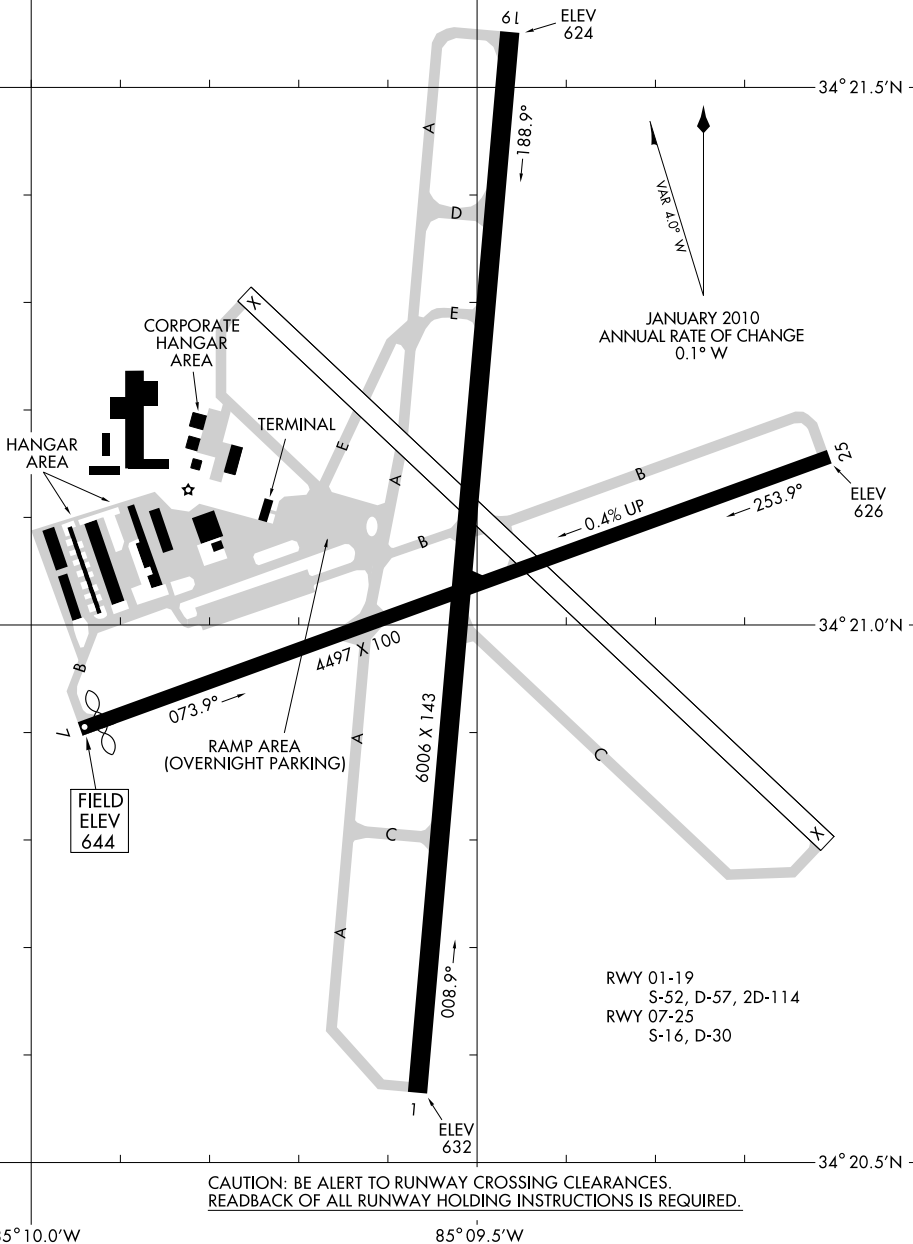
AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)

ROME, GEORGIA

ASOS
119.925
CTAF/UNICOM
123.0

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

ROME, GEORGIA

ROME/ RICHARD B. RUSSELL (RMG)

ROME

RICHARD B. RUSSELL (RMG) 6 N UTC-5(-4DT) N34°21.05' W85°09.52'

644 B S4 FUEL 100, JET A Class IV, ARFF Index A NOTAM FILE RMG

RWY 01-19: H6006X143 (ASPH-GRVD) S-52, D-57, 2D-114 HIRL

RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 19: PAPI(P4L). Trees.

RWY 07-25: H4497X100 (ASPH) S-16, D-30 0.4% up W

RWY 07: Thld dsplcd 115'. Tree. RWY 25: Tree.

AIRPORT REMARKS: Attended 1200-0100Z. Parachute Jumping.

CLOSED to unscheduled air carrier ops with more than 30

passenger seats except 48 hrs PPR call arpt manager

706-295-7835. Military air cargo drop (C-130) in progress

2330-0130Z Tue and Thu at NE end of Rwy 07-25. Ultraht

activity on and in/ov arpt. Deer on and in/ov arpt. ACTIVATE HIRL

Rwy 01-19; PAPI Rwy 01 and Rwy 19 and MALS Rwy 01—CTAF.

VOR ground checkpoints avbl. Barrels on ramp area SW of

terminal bldg.

WEATHER DATA SOURCES: ASOS 119.925 (706) 235-3467.

HIWAS 115.4 RMG.

COMMUNICATIONS: CTAF/UNICOM 123.0

® ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

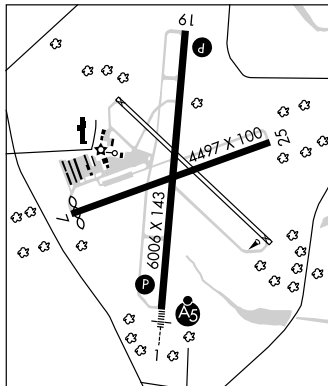
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 349°11.4 NM to fld. 1150/01E.

HIWAS.

FLOYD NDB (MHW) 388 OYD N34°17.93' W85°09.85' 007° 3.1 NM to fld (Unmonitored indef)

ILS/DME 111.15 I-HBQ Chan 48(Y) Rwy 01. LOC unmonitored 0600-1600Z



ROOSEVELT MEML (See WARM SPRINGS)

RUST AIRSTRIP (See WOOLSEY)

ST MARYS (4J6) 2 N UTC-5(-4DT) N30°45.20' W81°33.50'

23 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 04-22: H5021X100 (ASPH) S-20 MIRL

RWY 04: Thld dsplcd 758'. Trees/Brush.

RWY 22: Thld dsplcd 981'. Trees/Brush.

RWY 13-31: H4000X75 (ASPH)

RWY 13: Thld dsplcd 699'. Trees.

RWY 31: Thld dsplcd 700'. Trees.

AIRPORT REMARKS: Attended 1300-2130Z. 100LL self svc fuel with

credit card. Parachute Jumping. Recommend two-way radio

communications be utilized with the controlling agencies, while

flying in the vicinity of St. Mary's arpt due to a flight restriction 1/2

to 2 1/2 miles N, NE of arpt. Rwy 04-22 lighting does not indicate

dsplcd thld. MIRL Rwy 04-22 preset low ints; to increase ints

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JACKSONVILLE APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

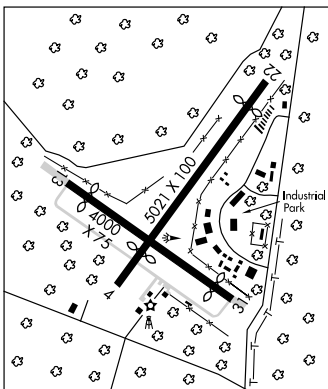
W81°26.76' 202° 18.7 NM to fld. 10/04W.

ASR

JACKSONVILLE

H-9B, 12F, L-24G, A

IAP



LOC/DME I-HBQ
111.15
Chan **48 (Y)**

APP CRS
007°

Rwy Idg **6006**
TDZE **635**
Apt Elev **644**

ILS/DME RWY 1
ROME/RICHARD B. RUSSELL (RMG)

- ▼ Circling not authorized northwest of Runways 7 and 19.
▲ Circling not authorized west of Runways 1-19 at night.

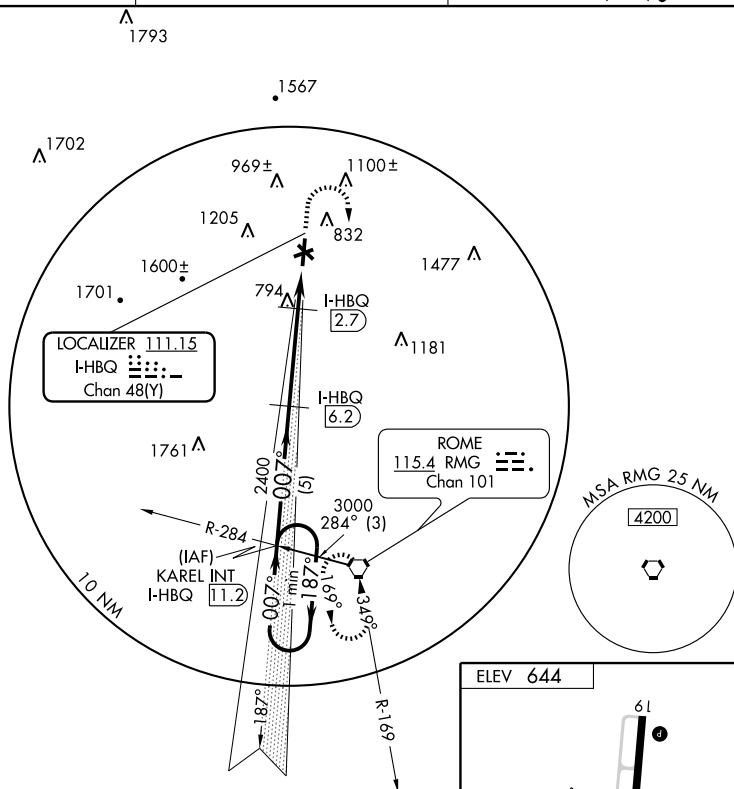


MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS
119.925

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) 1



One Minute
Holding Pattern

KAREL INT
I-HBQ 11.2

3000
GS 3.00°
TCH 49

2302
I-HBQ 6.2

007°

2400

*LOC only

*1200

I-HBQ 2.7

I-HBQ 1.2

1100

4000

RMG
115.4

CATEGORY

A

B

C

D

S-ILS 1

835-1/2 200 (200-1/2)

S-LOC 1

1000-1/2 365 (400-1/2)

1000-3/4 365 (400-3/4)

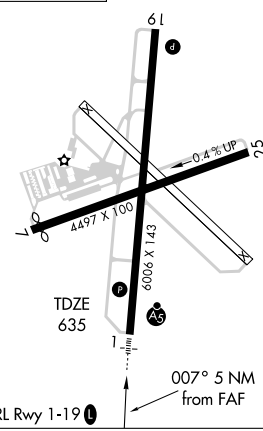
CIRCLING

1160-1 516 (600-1)

1160-1 1/2 516 (600-1 1/2)

1360-2 1/4 716 (800-2 1/4)

ELEV 644



HIRL Rwy 1-19 1

Knots 60 90 120 150 180
Min:Sec

APP CRS **007°** Rwy Idg **6006**
 TDZE **636**
 Apt Elev **644**

RNAV (GPS) RWY 1
 ROME/RICHARD B. RUSSELL (R.M.G.)

▼ Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

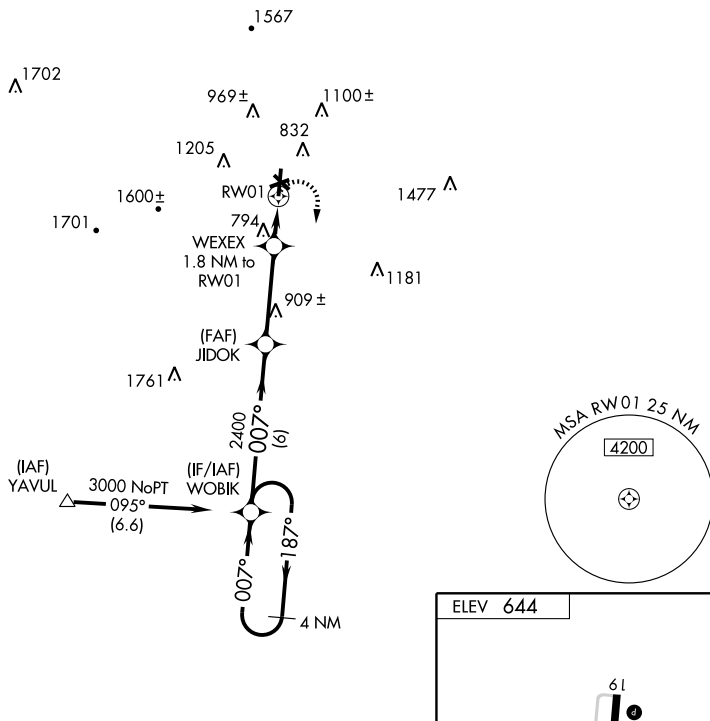


MISSED APPROACH:
 Climbing right turn to 3000 direct WOBK and hold.

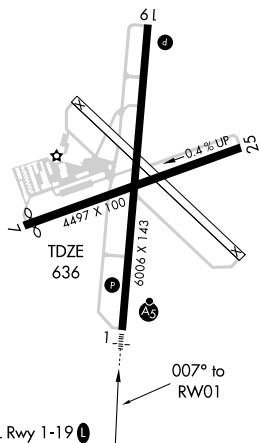
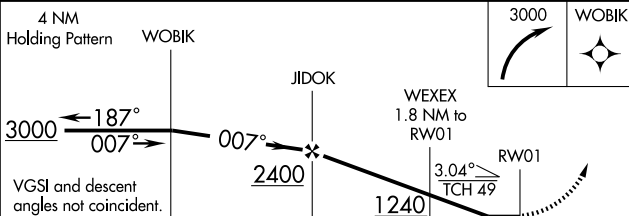
ASOS
119.925

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) 0



ELEV 644



CATEGORY	A	B	C	D
LNAV MDA	1100-1	464 (500-1)		
CIRCLING	1160-1 516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)	

APP CRS **057°**
 Rwy Idg **4382**
 TDZE **643**
 Apt Elev **644**

RNAV (GPS) RWY 7

ROME/RICHARD B. RUSSELL (RMG)

▼ Circling NA Northwest of Rws 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

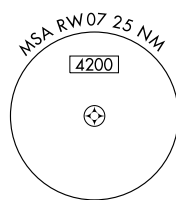
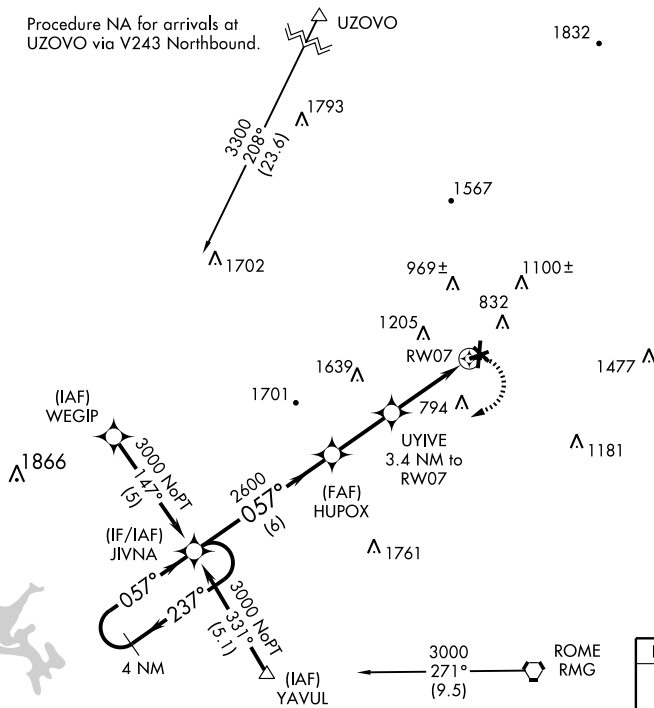
MISSED APPROACH:
 Climbing right turn to 3000
 direct JIVNA and hold.

ASOS
119.925

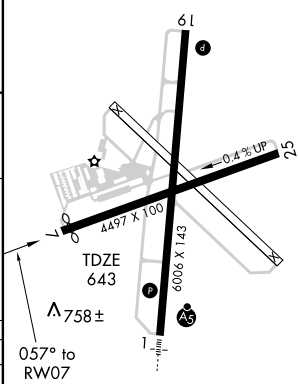
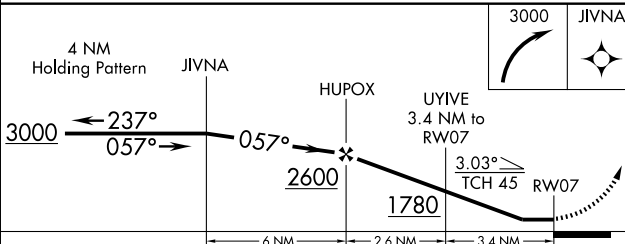
ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at
 UZOVO via V243 Northbound.



ELEV **644**



CATEGORY	A	B	C	D
LNAV MDA	1060-1	417 (500-1)	1060-1¼	417 (500-1¼)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 0

WAAS CH 48811 W19A	APP CRS 187°	Rwy Idg TDZE 634 Apt Elev 644
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RNAV (GPS) RWY 19

ROME/RICHARD B. RUSSELL (RMG)

⚠ Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19.
 ⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

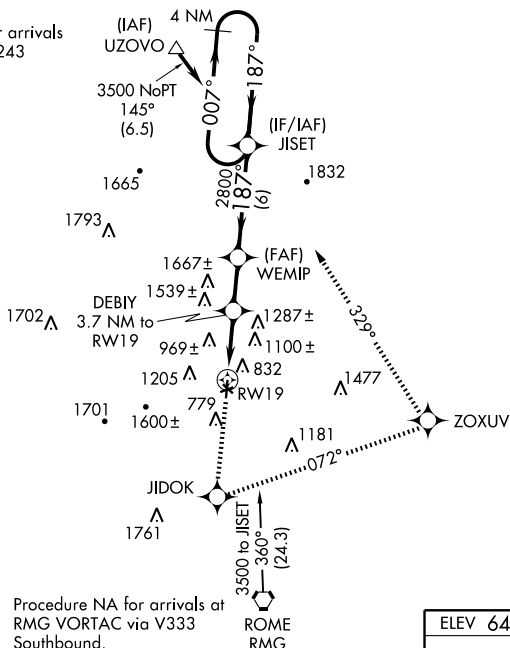
MISSED APPROACH: Climb to 3500
 direct JIDOK and left turn via 072°
 track to ZOZUV and left turn via
 329° track to JISET and hold.

ASOS
119.925

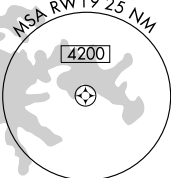
ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) ①

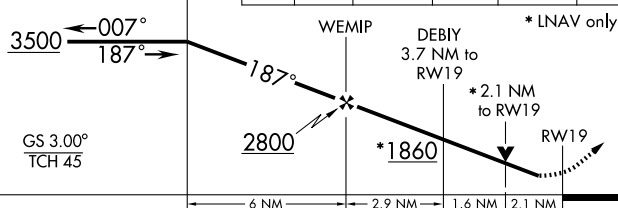
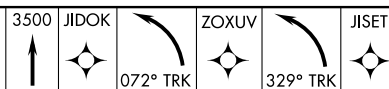
Procedure NA for arrivals at
 at UZOVO via V243
 Northeast bound.



Procedure NA for arrivals at
 RMG VORTAC via V333
 Southbound.

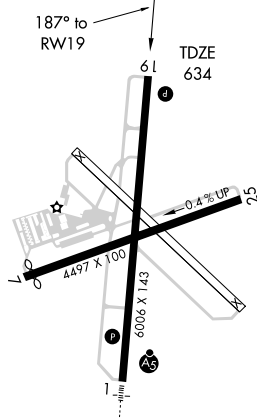


4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1005-1¼ 371 (400-1¼)			
LNAV MDA	1340-1 706 (700-1)	1340-2 706 (700-2)	1340-2¼ 706 (700-2¼)	
CIRCLING	1340-1 696 (700-1)	1340-2 696 (700-2)	1360-2¼ 716 (800-2¼)	

ELEV 644



HIRL Rwy 1-19 ①

APP CRS **252°**
 Rwy Idg **4497**
 TDZE **638**
 Apt Elev **644**

RNAV (GPS) RWY 25
 ROME/RICHARD B. RUSSELL (RMG)



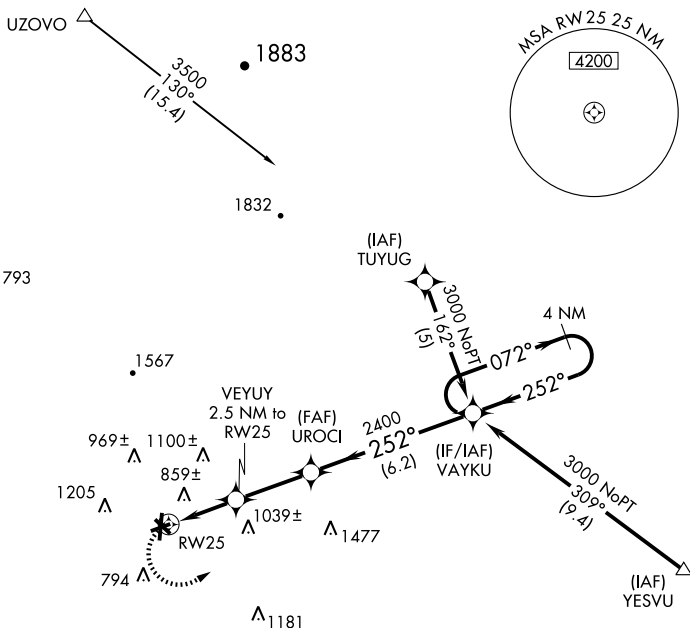
Circling NA Northwest of Rws 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH:
 Climbing left turn to 3000
 direct VAYKU and hold.

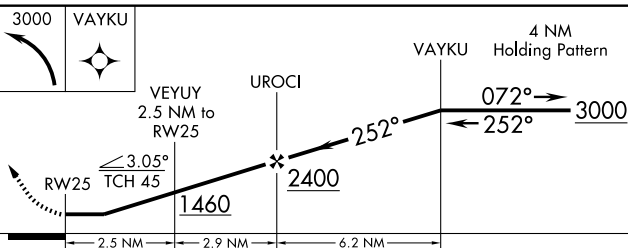
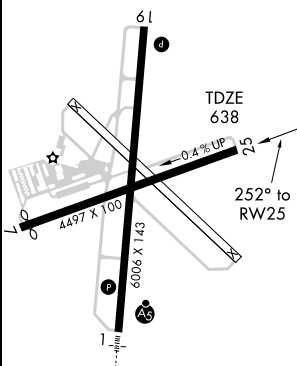
ASOS
119.925

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) 1



ELEV **644**



CATEGORY	A	B	C	D
LNAV MDA	1100-1	462 (500-1)	1100-1½ 462 (500-1½)	1100-1½ 462 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 1
 ROME, GEORGIA
 Orig-A 09127

34° 21'N-85° 10'W

ROME/RICHARD B. RUSSELL (RMG)
RNAV (GPS) RWY 25

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

UZOVO ONE DEPARTURE

ATLANTA CENTER
133.8 353.7
CHATTANOOGA DEP CON
125.1 379.1
ASOS 119.925

TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic

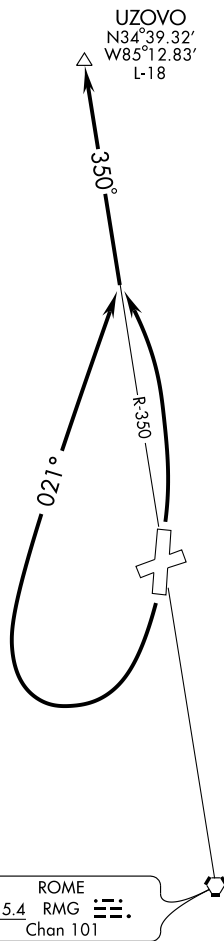
Rwy 1: Standard with minimum climb of
365 feet per NM to 2100.

Rwy 19: Standard with minimum climb of
350 feet per NM to 2200.

TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER, 490 feet left
of centerline, 42 feet AGL/671 feet MSL.
Numerous trees beginning 1577 feet from DER,
250 feet left of centerline, up to 93 feet AGL/762
feet MSL. Tree 3650 feet from DER, 423 feet
right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right
of centerline, 3 feet AGL/642 feet MSL. Terrain
301 feet from DER, 342 feet right of centerline,
646 feet MSL. Tree 556 feet from DER, 602 feet
left of centerline, 67 feet AGL/716 feet MSL. Tree
904 feet from DER, 134 feet left of centerline, 38
feet AGL/657 MSL. Tree 775 feet from DER, 501
feet left of centerline, 53 feet AGL/672 feet MSL.
Tree 3025 from DER, 57 feet right of centerline, 88
feet AGL/717 feet MSL. Tree 2980 feet from DER,
70 feet left of centerline, 86 feet AGL/629 feet MSL.
Numerous trees beginning 2867 feet from DER,
569 feet right of centerline, up to 94 feet AGL/723
feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO
INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to
UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

UZOVO ONE DEPARTURE

(UZOVO1.UZOVO) 07298

ROME, GEORGIA
ROME/ RICHARD B. RUSSELL (RMG)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG 115.4 Chan 101	APP CRS 349°	Rwy Idg TDZE Apt Elev	6006 636 644
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VOR/DME RWY 1

ROME/RICHARD B. RUSSELL (RMG)

⚠ Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility $\frac{1}{4}$ mile.

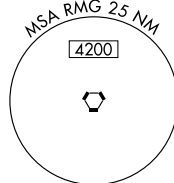
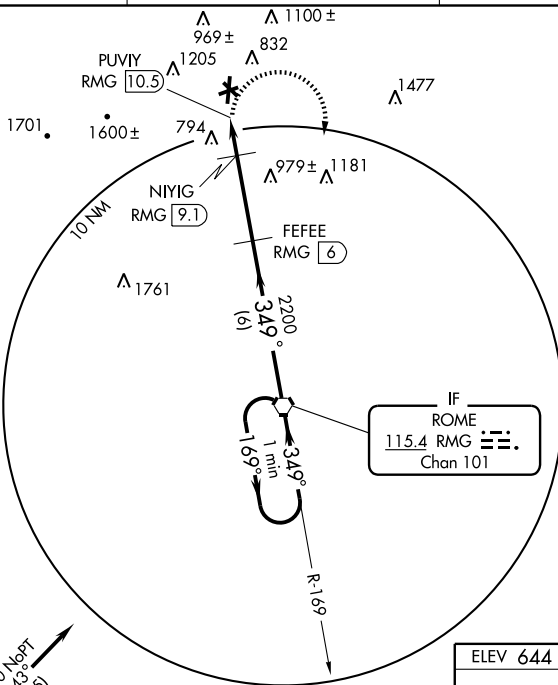
MALSR
AS

MISSED APPROACH: Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.925

ATLANTA CENTER
133.8 353.7

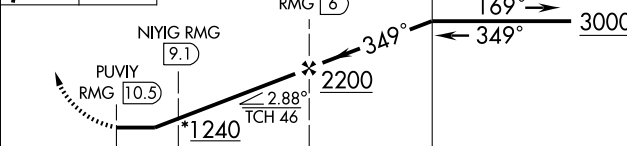
UNICOM
123.0 (CTAF) 0



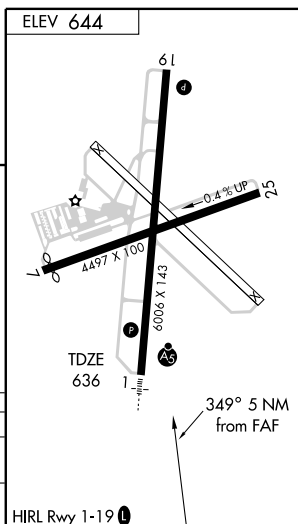
3000 Ndbt
043°
(16.5)

(IAF) FELTO

4000 RMG **115.4** *1320 when using Cartersville altimeter setting. One Minute Holding Pattern



CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1 $\frac{1}{4}$ 464 (500-1 $\frac{1}{4}$)	1100-1 $\frac{1}{2}$ 464 (500-1 $\frac{1}{2}$)
CIRCLING	1160-1	516 (600-1)	1160-1 $\frac{1}{2}$ 516 (600-1 $\frac{1}{2}$)	1360-2 $\frac{1}{4}$ 716 (800-2 $\frac{1}{4}$)



VORTAC RMG
115.4
Chan **101**

APP CRS
170°

Rwy Idg	6006
TDZE	634
Apt Elev	644

VOR/DME RWY 19
ROME/RICHARD B. RUSSELL (RMG)

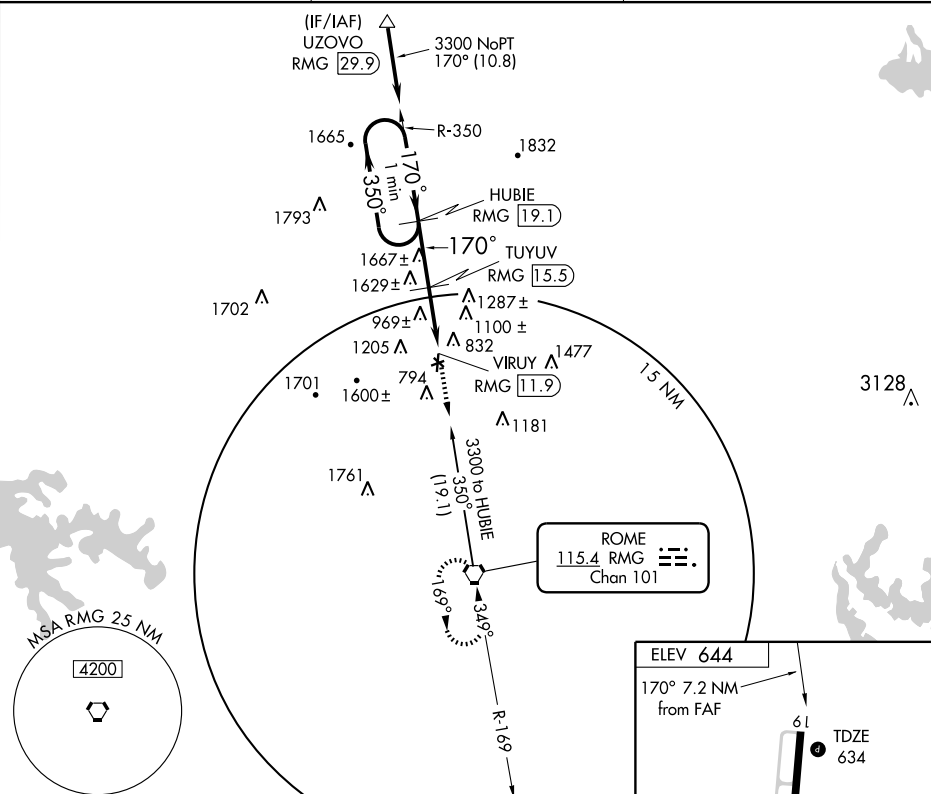
A use Cartersville altimeter setting and increase all MDA 80 feet, and increase S-19 and Circling Cats. C and D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.925

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF) **L**



One Minute Holding Pattern

HUBIE
RMG 19.1

* 2080 when using
Cartersville altimeter setting.

4000

RMG

$$3300 \xleftarrow{350} \underline{\quad}$$

TUYUV
RMG 15.5

VIRUY
RMG

VGSI and descent
angles not coincident.

$$\frac{3.50^\circ}{\text{TCH } 45} \geq$$

← 3.6 N

↑ 3.6 N

A diagram showing two horizontal lines with arrows pointing towards each other, meeting at a vertical line. This represents the intersection of two lines.

CATEGORY

380-1

1380

1380

13

746 (80

746 (8)

746 (8)

746

CIRCLING

736 (80

736 (8)

736 (8)

736

HIRL Rwy 1-19 **L**

ROME, GEORGIA
Amdt 9 09071

ROME/RICHARD B. RUSSELL (RMG)
VOR/DME RWY 19

34°21'N-85°10'W

SE-4. 21 OCT 2010 to 18 NOV 2010

SANDERSVILLE

KAOLIN FLD (OKZ) 2 SW UTC-5(-4DT) N32°58.00' W82°50.29'

438 B S4 **FUEL** 100LL, JET A NOTAM FILE MCN

RWY 12-30: H5015X75 (ASPH) S-17 MIRL 0.6% up SE

RWY 12: PAPI(P2L)—GA 3.0° TCH 35'.

RWY 30: PAPI(P2L)—GA 3.6° TCH 38'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Deer on and in vof
rwys and twys. MIRL Rwy 12-30 preset low ints dusk-0300Z†, to
increase ints and **ACTIVATE** after 0300Z†—CTAF. **ACTIVATE** PAPI
Rwys 12 and 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.575 (478) 240-9432.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ATLANTA APP/DEP CON** 124.2 (blo 7000') 119.6 (7000' and abv)
(1115-0500Z†)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 004° 24.2 NM to fld. 300/05W.

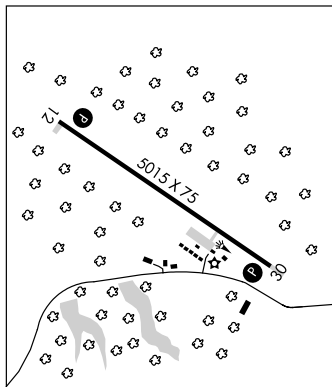
HIWAS.

NDB (MH) 360 HIT N33°01.02' W82°56.37' 125°5.9 NM to
fld. NDB unmonitored 2330-1330Z†.

ATLANTA

H-9B, 12F, L-18J

IAP



APP CRS **125°**
 Rwy Idg **5015**
 TDZE **430**
 Apt Elev **438**

RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

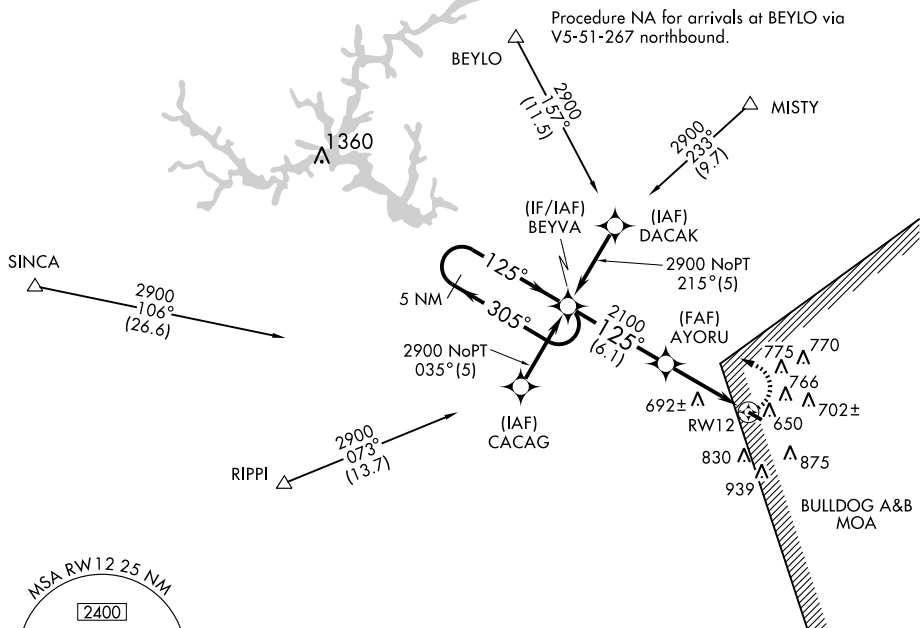
NA When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ¼ mile.
 VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2900 direct BEYVA and hold.

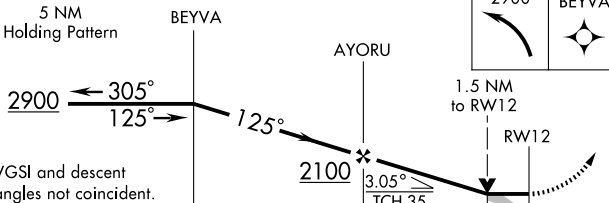
AWOS-3
120.575

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) ①

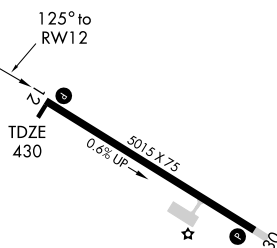


5 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	920-1	490 (500-1)	920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1	562 (600-1)	1120-2 682 (700-2)	NA

ELEV **438**



MIRL Rwy 12-30 ①

APP CRS **306°**
 Rwy Idg **5015**
 TDZE **438**
 Apt Elev **438**

RNAV (GPS) RWY 30

SANDERSVILLE/ KAOLIN FIELD (OKZ)

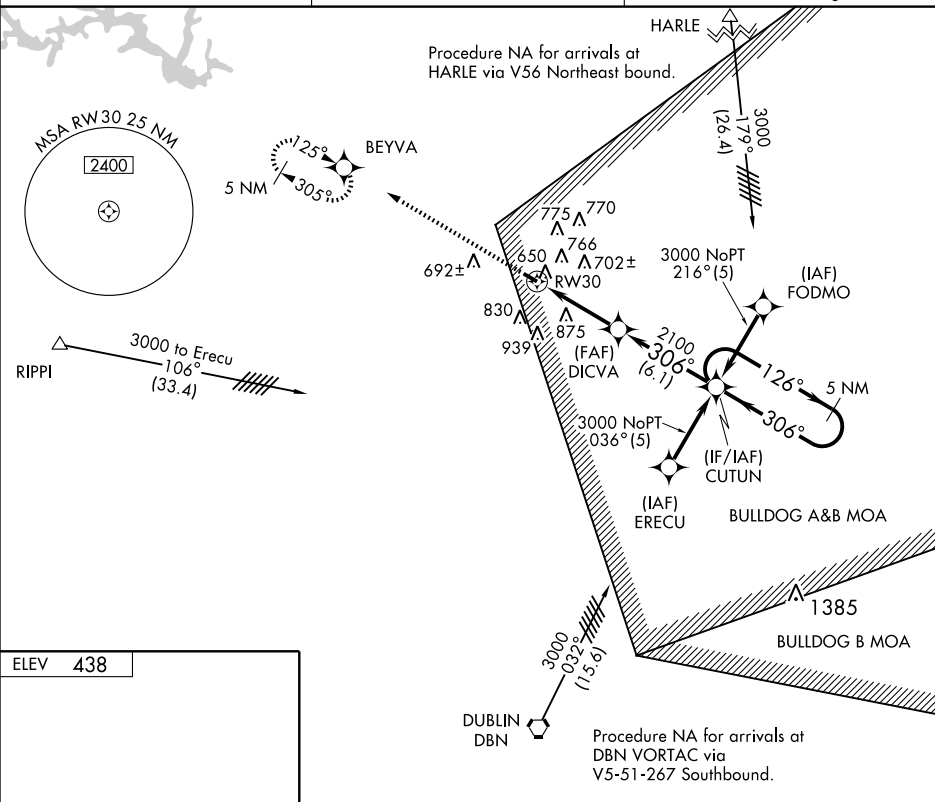
V When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to 1¼ and all Cat. C visibilities to 2¼. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BEYVA and hold.

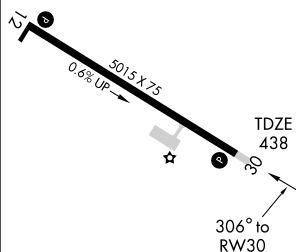
AWOS-3
120.575

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) 0





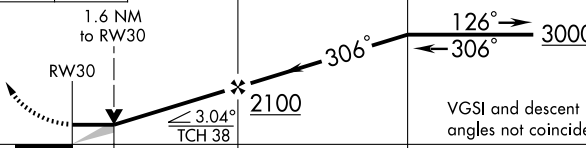
ELEV **438**



MIRL Rwy 12-30 0

SANDERSVILLE, GEORGIA

Amdt 1 07354

2900	BEYVA	5 NM Holding Pattern		
				
				
CATEGORY	A	B	C	D
LNAB MDA	1100-1	662 (700-1)	1100-1¾ 662 (700-1¾)	NA
CIRCLING	1100-1	662 (700-1)	1120-2 682 (700-2)	NA

SANDERSVILLE/ KAOLIN FIELD (OKZ)

RNAV (GPS) RWY 30

32° 58'N-82° 50'W

VORTAC DBN 113.1 Chan 78	APP CRS 004°	Rwy Idg TDZE Apt Elev N/A N/A 438
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VOR/DME-A

SANDERSVILLE/ KAOLIN FIELD (OKZ)

V When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase Cat. C visibility to 2¼.

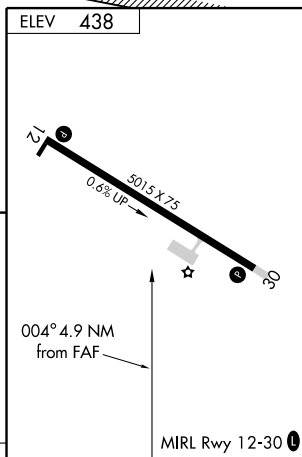
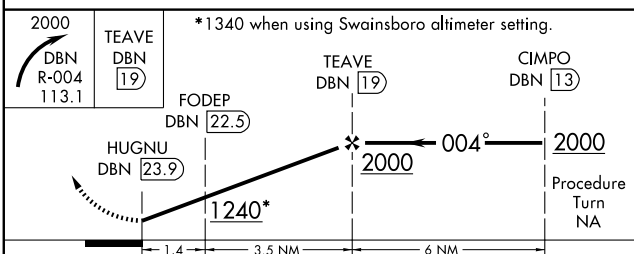
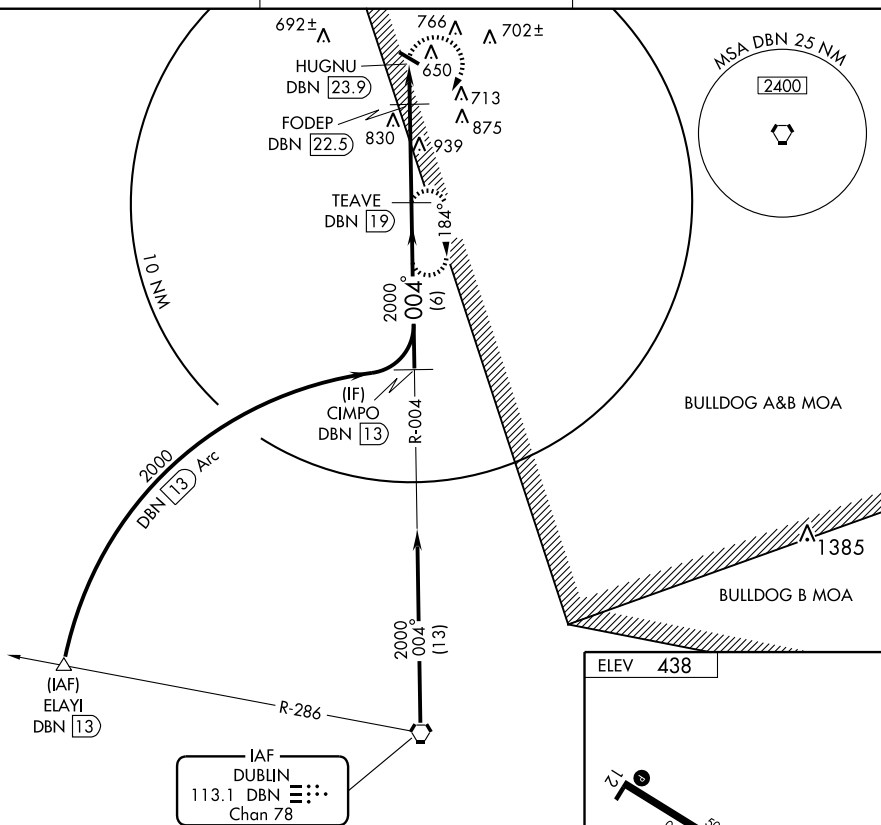
Δ NA

MISSED APPROACH: Climbing right turn to 2000 via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3
120.575

ATLANTA APP CON ★
124.2 279.6

UNICOM
123.0 (CTAF) 0



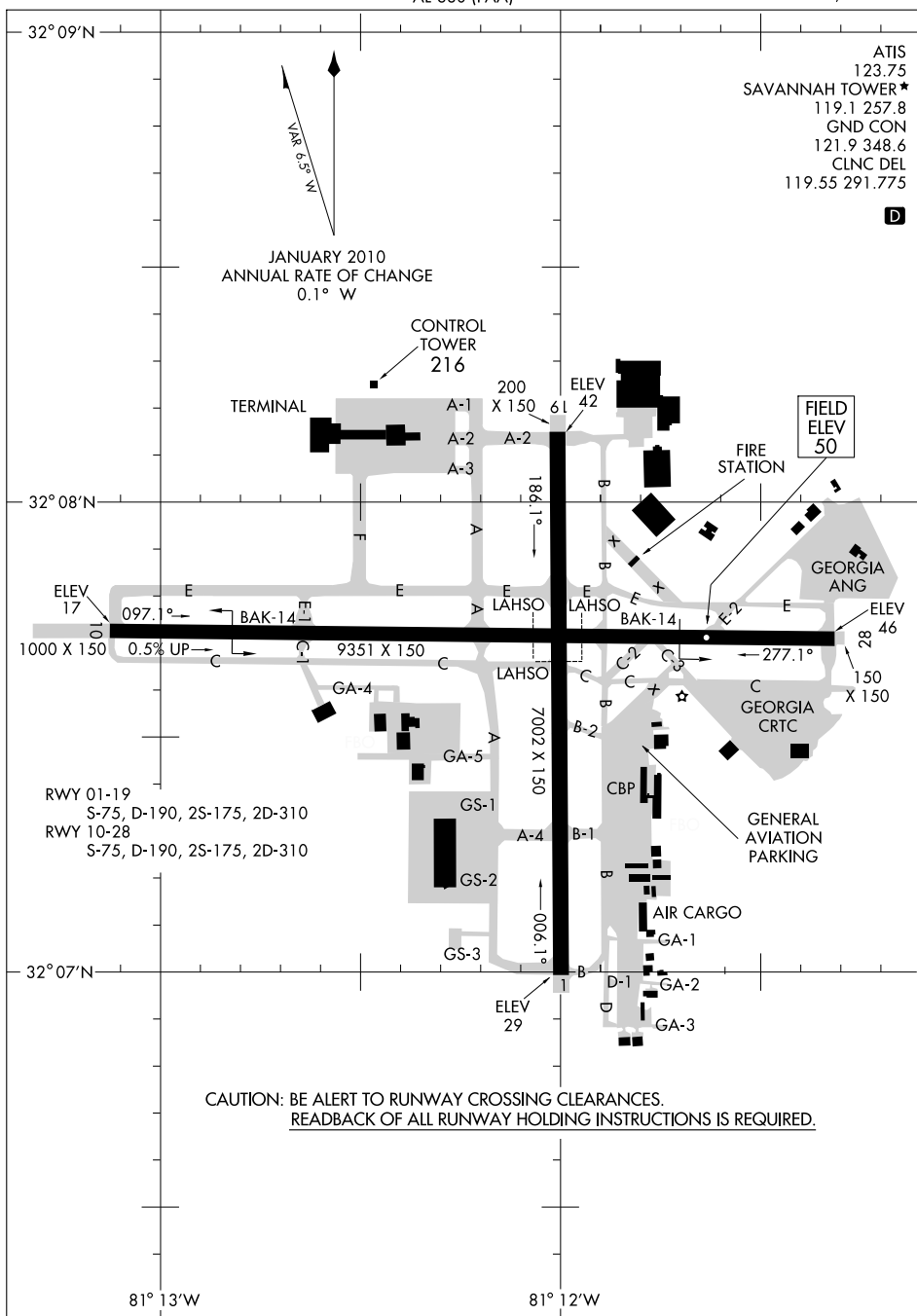
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA	Min:Sec					

AIRPORT DIAGRAM

AL-380 (FAA)

SAVANNAH/HILTON HEAD INTL (SAV)
SAVANNAH, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4. 21 OCT 2010 to 18 NOV 2010

SAVANNAH/HILTON HEAD INTL (SAV) 7 NW UTC-5(-4DT) N32°07.66' W81°12.13'

50 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

Class I, ARFF Index C NOTAM FILE SAV

RWY 10-28: H9351X150 (CONC-GRVD) S-75, D-190, 2S-175, 2D-310 HIRL CL

RWY 10: MALSR(NSTD). TDZL. PAPI(P4L)—GA 3.0° TCH 69'. 0.5% up.

RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 55'.

RWY 01-19: H7002X150 (CONC-WC) S-75, D-190, 2S-175, 2D-310 HIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 73'.

RWY 19: REIL. VASI(V4R)—GA 3.0° TCH 52'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	10-28	4050
RWY 10	01-19	5450
RWY 28	01-19	3250

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-7002	TODA-7002	ASDA-7002	LDA-7002
RWY 10: TORA-9351	TODA-9351	ASDA-9201	LDA-9201
RWY 19: TORA-7002	TODA-7002	ASDA-7002	LDA-7002
RWY 28: TORA-9351	TODA-9351	ASDA-9351	LDA-9351

ARRESTING GEAR/SYSTEM

RWY 10 BAK-14 BAK-12A(B) (1500')

BAK-14 BAK-12A(B) (1977') **RWY 28**

AIRPORT REMARKS: ATTENDED 1100-0500Z+. CAUTION-Birds and deer on and in/ov arpt. No 180 degree turns on ASPH for acft over 12500 lbs gross. Twy A south of Twy A4 CLOSED when ATCT clsd due to ILS critical area. Twy B2 Twy C2 are limited to 12500 lbs. South general aviation apron clsd to acft with wingspan greater than 95'. Twys B, C and E limited to dual wheel acft up to 173,000 lbs and dual tandem wheel acft up to 310,000 lbs. Twy E clsd from Rwy 28 to but not including Twy E2 to acft with wingspan of 175' or greater. Twy E west of Twy E1 clsd when twr clsd due to ILS critical area. Twy E2 connector clsd to acft ldg Rwy 28. Distance from touchdown too short for safe turn. Rwy 01 touchdown rwy visual range avbl. TPA—conventional 1550 (1500), overhead 2050 (2000). PPR for parking of general aviation acft on the air carrier terminal ramp ctc 912-964-7501. When twr clsd ACTIVATE REIL Rwy 28 and rwy/apch lghts for preselected favorable rwy—CTAF. MALSR Rwy 10 NSTD; spacing does not meet FAA standards. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (912) 966-0364. HIWAS 115.95 SAV. LLWAS.

COMMUNICATIONS: CTAF 119.1 ATIS 123.75 UNICOM 122.95

RCO 115.95T 122.1R (MACON RADIO)

RCO 123.65 (MACON RADIO)

(R) APP/DEP CON 125.3 (011°-109°) 118.4 (270°-010°) 120.4 (110°-269°) 121.1 (1100-0500Z+)

JACKSONVILLE CENTER APP/DEP CON 120.85. (0500-1100Z+)

TOWER 119.1 (1100-0500Z+) **GND CON** 121.9 **CLNC DEL** 119.55

AIRSPACE: CLASS C svc 1100-0500Z+ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

(H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 194° 1.1 NM to fld. 9/6W. **HIWAS.**

DME unusable:

085°-100° byd 39 NM blo 3000';

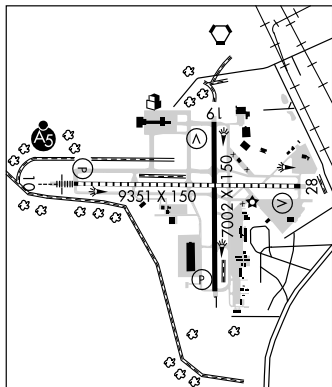
342°-343° byd 30 NM

126°-132° byd 33 NM blo 3000';

MAVIS NDB (LOM) 368 SA N32°07.79' W81°19.89' 097° 6.6 NM to fld.

ILS 109.9 I-SAV Rwy 10. LOM MAVIS NDB.

ILS 111.9 I-TPV Rwy 01. Class IA. LOC unusable byd 30° left of course. LOC unusable from 1.2 NM to thld.



CHARLOTTE

H-9B, 12G, L-24H

IAP, AD

LOC I-SAV 109.9	APCH CRS 097°	Rwy ldg 9351 TDZE 30 Arpt Elev 50
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JAL-380 [USAF]

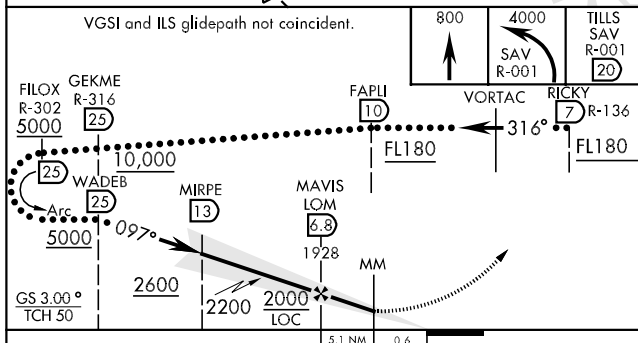
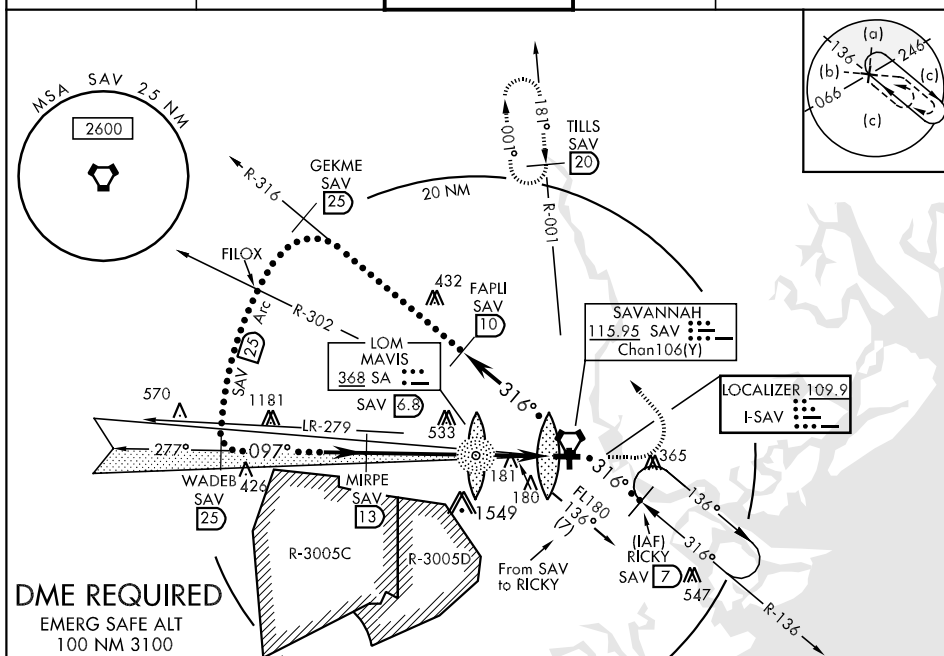
SAVANNAH/HILTON HEAD INTL (KSAV)

▼ Procedure NA when Control Tower closed.
 * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CD vis to $1\frac{1}{4}$ miles and CAT E vis to $1\frac{1}{2}$ miles.

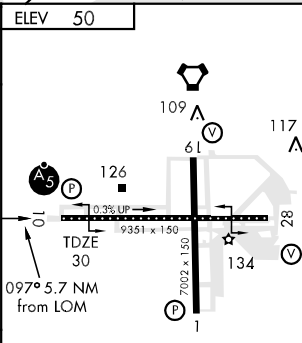


MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.

ATIS ★ 123.75	SAVANNAH APP CON 125.3 353.775	SAVANNAH TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775
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CATEGORY	C	D	E
S-ILS 10 *	230/24	200	(200-1/2)
S-LOC 10 **	440/40 410 (500-3/4)	440/50 410 (500-1)	
CIRCLING	520-1 1/2 470 (500-1 1/2)	700-2 650 (700-2)	900-3 850 (900-3)



REIL Rwys 1-19, 28 1
HIRL all Rwy 1

FAF to MAP 5.7 NM

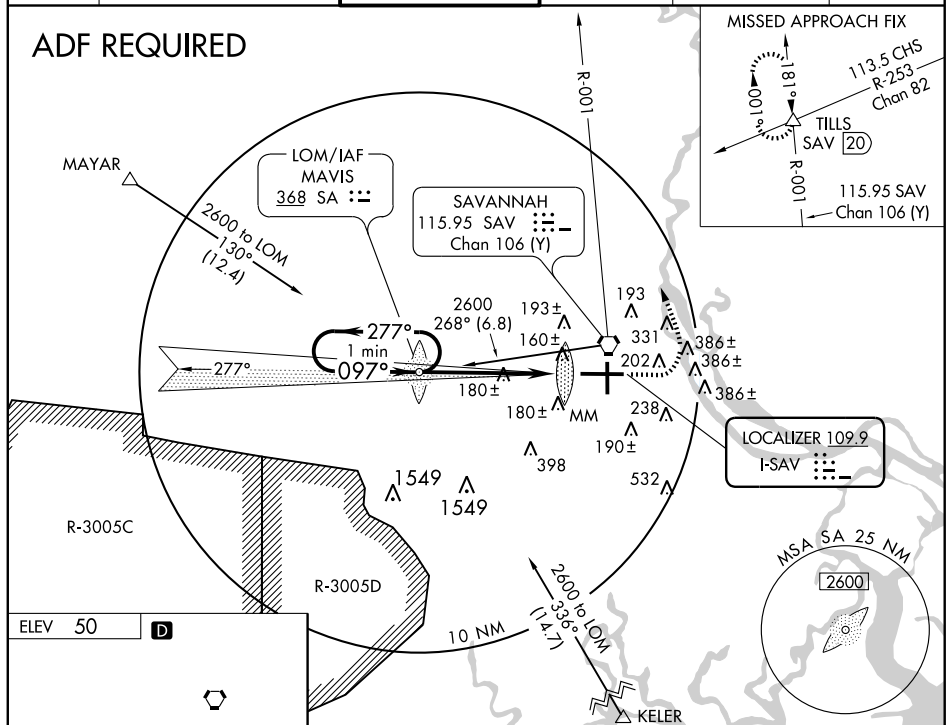
Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

ILS or LOC RWY 10

SAVANNAH/HILTON HEAD INTL (SAV)

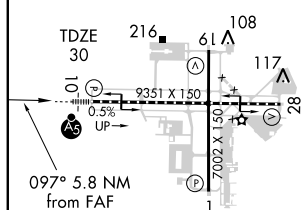
<div><div><div></div><div></div></div><div>ADF REQUIRED. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.</div></div>			<div>MALSR<div><div><div></div><div></div></div><div></div></div></div>	<div>MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.</div>	
<div>ATIS123.75</div>	<div>SAVANNAH APP CON★125.3 371.875</div>	<div>SAVANNAH TOWER★119.1(CTAF) 257.8</div>	<div>GND CON121.9 348.6</div>	<div>CLNC DEL119.55 291.775</div>	<div>UNICOM122.95</div>

ADF REQUIRED



ELEV 50

D



TDZ/CL Rwy 10

REIL Rwy 19

REIL Rwy 28

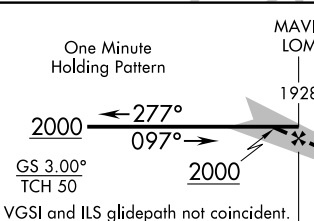
HIRL Rws 1-19 and 10-28

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SAVANNAH, GEORGIA

Amdt 27A 10266

<p>One Minute Holding Pattern</p>  <p>2000 ← 277° 097° → 2000</p> <p>GS 3.00° TCH 50</p> <p>MAVIS LOM 1928</p> <p>097°</p> <p>5.2 NM</p> <p>0.6 NM</p> <p>VGSI and ILS glidepath not coincident.</p>		<p>800</p> <p>↑</p>		<p>4000</p> <p>hdg 330°</p>		<p>SAV R-001</p>		<p>TILLS</p> <p>△</p>	
CATEGORY		A		B		C		D	
S-ILS 10		230/18 200 (200-½)							
S-LOC 10		440/24 410 (400-½)				440/40 410 (400-¾)			
CIRCLING		520-1 470 (500-1)				520-1½ 470 (500-1½)		700-2 650 (700-2)	

SAVANNAH/HILTON HEAD INTL (SAV)

ILS or LOC RWY 10

32°08'N-81°12'W

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA

INTL (ATL)

08L

TWY B13

8,490 feet

09R

TWY J

8,620 feet

26R

TWY H

8,600 feet

27L

TWY P

8,600 feet

BIRMINGHAM, AL

BIRMINGHAM INTL (BHM)

06

18-36

8,700 feet

36

06-24

5,150 feet

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

01

10-28

4,050 feet

10

01-19

5,450 feet

28

01-19

3,250 feet

WAAS CH 45515 W01A	APP CRS 006°	Rwy Idg 7002 TDZE 39 Apt Elev 50
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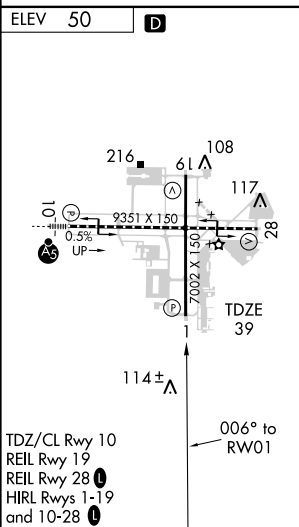
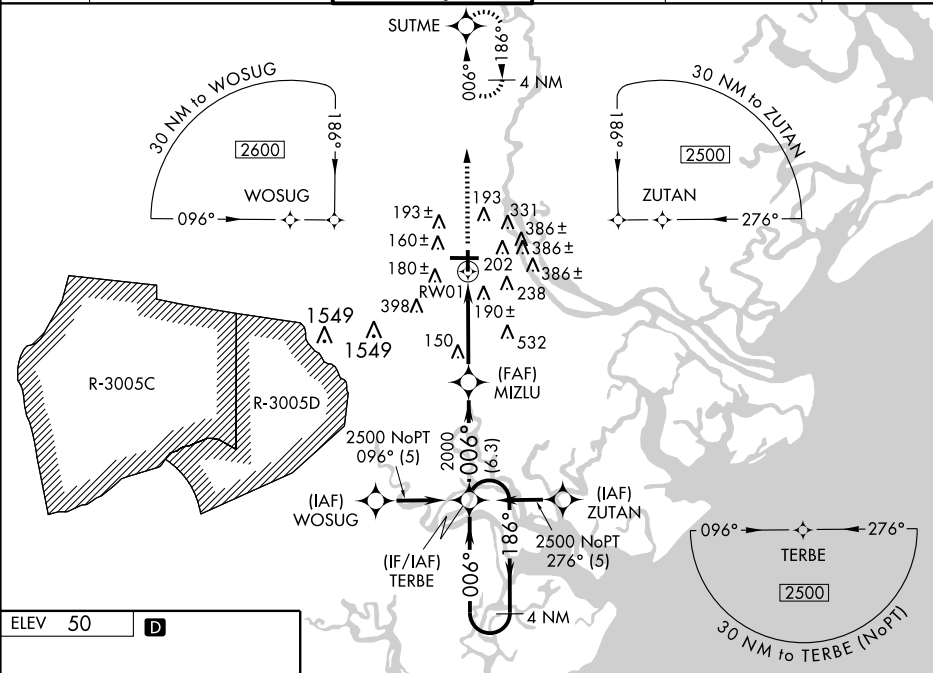
RNAV (GPS) RWY 1

SAVANNAH/HILTON HEAD INTL (SAV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS 123.75	SAVANNAH APP CON★ 120.4 353.775	SAVANNAH TOWER★ 119.1(CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775	UNICOM 122.95
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SAVANNAH, GEORGIA
Amdt 2 10266

2500	SUTME	VGSI and RNAV glidepath not coincident.			
		TERBE 4 NM Holding Pattern			
*LNAV only.		MIZLU 2000			
*1.1 NM to RW01		2000			
RW01		1.1 4.8 NM 6.3 NM			
CATEGORY	A	B	C	D	
LPV DA	239/40		200 (200-¾)		
LNAV/VNAV DA	384/60		345 (400-1¼)		
LNAV MDA	460/50	421 (500-1)		460/60	421 (500-1¼)
CIRCLING	520-1	470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SAVANNAH/HILTON HEAD INTL (SAV)
RNAV (GPS) RWY 1

32°08'N-81°12'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90114 W10A	APP CRS 097°	Rwy Idg TDZE 30 Apt Elev 50	9201
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RNAV (GPS) RWY 10

SAVANNAH/HILTON HEAD INTL (SAV)

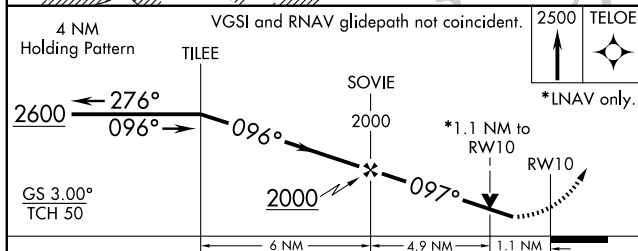
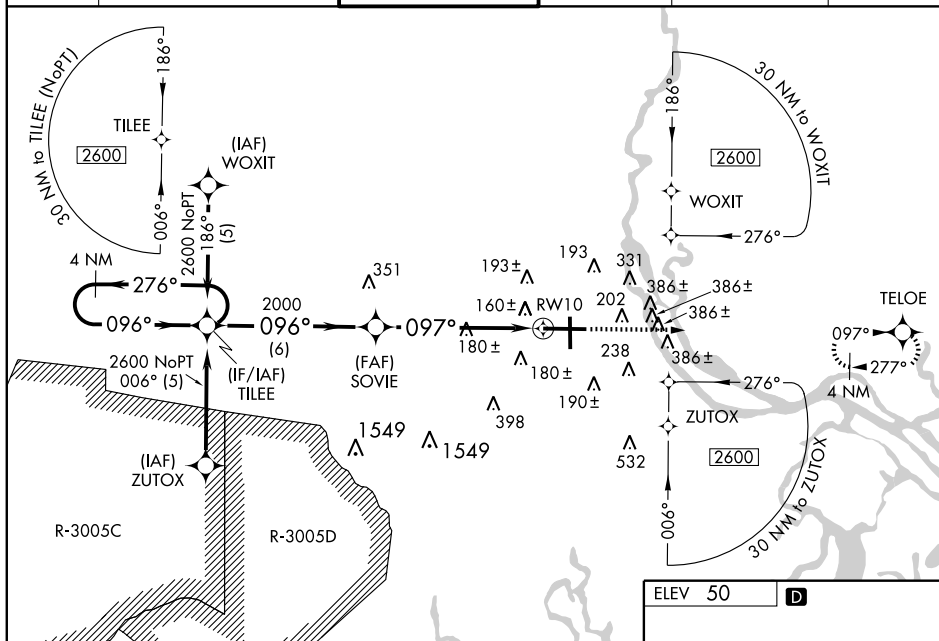
▼ For inoperative MALS/R, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities ¼ mile. For inoperative MALS/R when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MALS/R

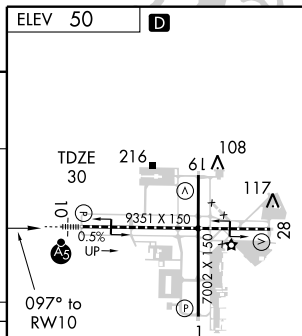


MISSED APPROACH:
Climb to 2500 direct
TELOE and hold.

ATIS 123.75	SAVANNAH APP CON* 125.3 371.875	SAVANNAH TOWER* 119.1 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
LNAV/VNAV DA	504/60 474 (500-¼)			
LNAV MDA	440/24 410 (400-½)	440/40 410 (400-¾)	440/50 410 (400-1)	
CIRCLING	520-1 470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	



WAAS
CH **40015**
W28A

APP CRS
277°

Rwy ldg **9351**
TDZE **50**
Apt Elev **50**

RNAV (GPS) Z RWY 28

SAVANNAH/HILTON HEAD INTL (SAV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2600 direct TLEE and hold.

ATIS
123.75

SAVANNAH APP CON★
125.3 371.875

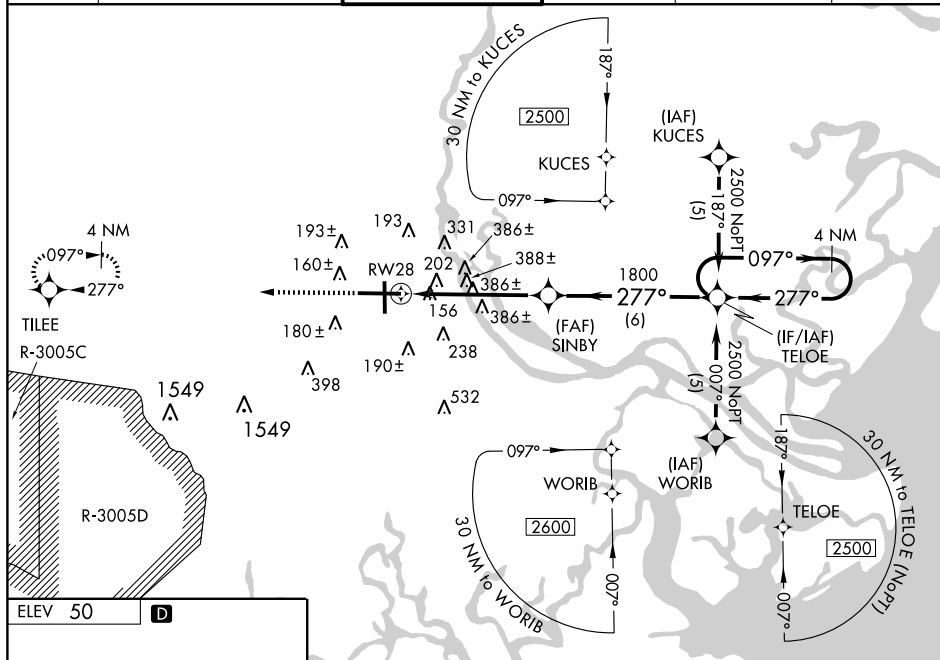
SAVANNAH TOWER★
119.1 (CTAF) 0 257.8

GND CON
121.9 348.6

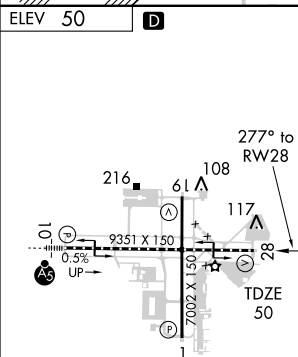
CLNC DEL
119.55 291.775

UNICOM
122.95

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	307-1 257 (300-1)			
LNAV/VNAV DA	431-1¼ 381 (400-1¼)			
LNAV MDA	640-1 590 (600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590 (600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28
HIRL Rws 1-19 and 10-28


SAVANNAH, GEORGIA
Amdt 2 10266

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)
RNAV (GPS) Z RWY 28

APP CRS	Rwy Idg	9351
277°	TDZE	50
	Apt Elev	50

RNAV (RNP) Y RWY 28
SAVANNAH/HILTON HEAD INTL (SAV)

	GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 49°C (120°F). When local altimeter setting not received, procedure NA.
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MISSED APPROACH: Climb to 2500 on 277° track to HANGI and hold.

ATIS
123.75

SAVANNAH APP CON★


SAVANNAH TOWER★
119.1(CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
119,55 291,775

UNICOM
122.95

Procedure NA for arrivals at MAYAR
on V154 northwest bound.



 (RNP 0.30)

 MAYAR

 10000

 6000

 095°

 (18.4)

MSA RW 20 25 NM

ELEV 50

D

Procedure NA for arrivals at KALER on V437-441 southbound.

Arrival Sequence:

- MODAE** Max 210 KIAS → **3000 to CARIK** (6.3) → **3000** 196° (2) → **2000** 277° (4.1) → **2000** 153° (4.3) → **3000** 357° (2) → **3000 to GRILO** (4.3) → **4000** 064° (4.5) → **5000** 064° (6.2) → **KALER** (RNP 0.30) 6000

Waypoints and Altitudes:

- ZELGI** 6000 (IAF) (RF required)
- CARIK** Max 210 KIAS (IAF) (RF required) (RNP 0.30) 3500
- FEXEM** 2500 (IAF) (RNP 0.30)
- GRILO** Max 210 KIAS (IAF) (RF required) 3500
- ATEYO** 3500 (IAF) (RF required)
- KALER** (RNP 0.30) 6000

Other Information:

- OSANE** (FAF) 238
- DUCAN** (IF) 1800
- RELENE** (IAF) (RF required)
- UCETA** (IAF) (RF required) (RNP 0.30) 3500
- FEXEM** (IAF) (RNP 0.30) 2500
- GRILO** (IAF) (RF required) 3500
- ATEYO** (IAF) (RF required) 3500
- KALER** (RNP 0.30) 6000

Procedure NA for arrivals at TYBEE on V1 southbound.

[illegible]

CATEGORY	A	B	C	D
RNP 0.15 DA		461-1½	411 (500-1½)	
RNP 0.30 DA		523-1¾	473 (500-1¾)	

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 **L**
HIRL Rws 1-19 and 10-28 **L**

SAVANNAH, GEORGIA
Orig 23SEP10

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)
RNAV (RNP) Y RWY 28

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC SAV
115.95
Chan 106 (Y)

APP CRS
006°

Rwy ldg
TDZE
Apt Elev

7002
39
50

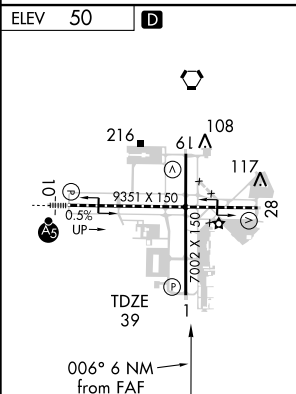
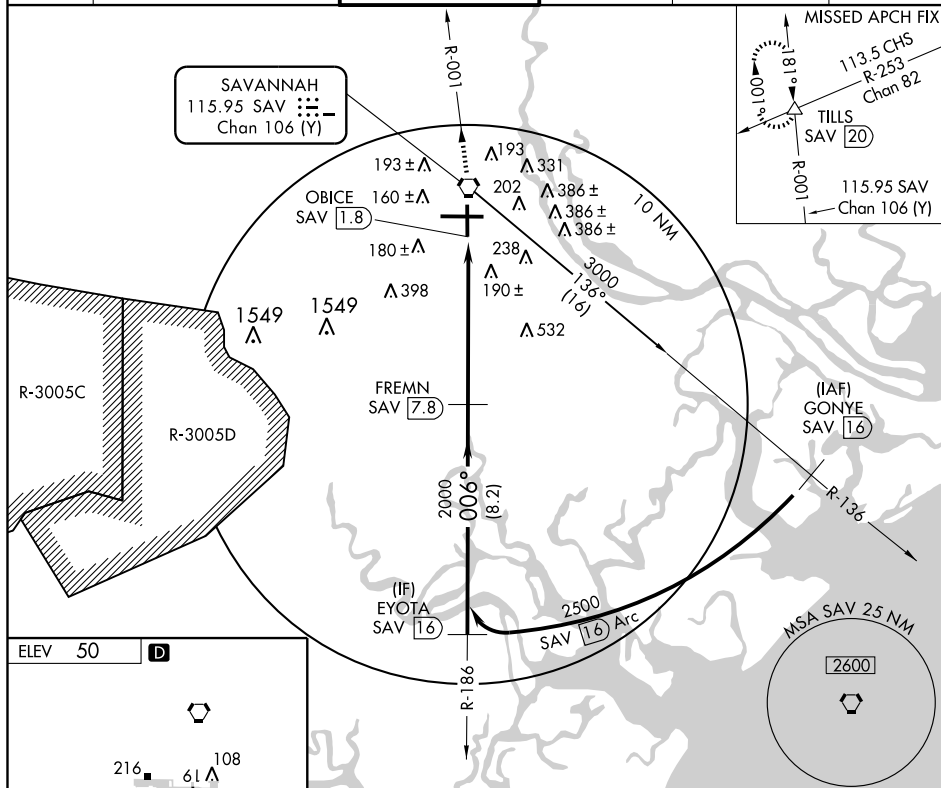
VOR/DME or TACAN RWY 1

SAVANNAH/HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-1 Cats C/D/E and Circling Cat D visibilities ½ mile.
VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 4000 direct SAV
VORTAC and via SAV R-001 to TILLS INT/SAV
20 DME and hold.

ATIS 123.75	SAVANNAH APP CON* 120.4 353.775	SAVANNAH TOWER* 119.1 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775	UNICOM 122.95
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4000 ↑	SAV ◻	SAV R-001	TILLS △					
				SAV 3	FREMNN SAV 7.8	EYOTA SAV 16		
VORTAC				OBICE SAV 1.8	2000		2500	Procedure Turn NA
				2.98° TCH 74				
				1.3	4.8 NM	8.2 NM		
CATEGORY	A		B		C		D	E
S-1	500/50		461 (500-1)		500/60 461 (500-1¼)		500-1½ 461 (500-1½)	500-1¾ 461 (500-1¾)
CIRCLING	520-1		470 (500-1)		520-1½ 470 (500-1½)		700-2 650 (700-2)	900-3 850 (900-3)

VORTAC SAV 115.95	APP CRS 181°	Rwy ldg TDZE 47	7002
Chan 106 (Y)		Apt Elev 50	

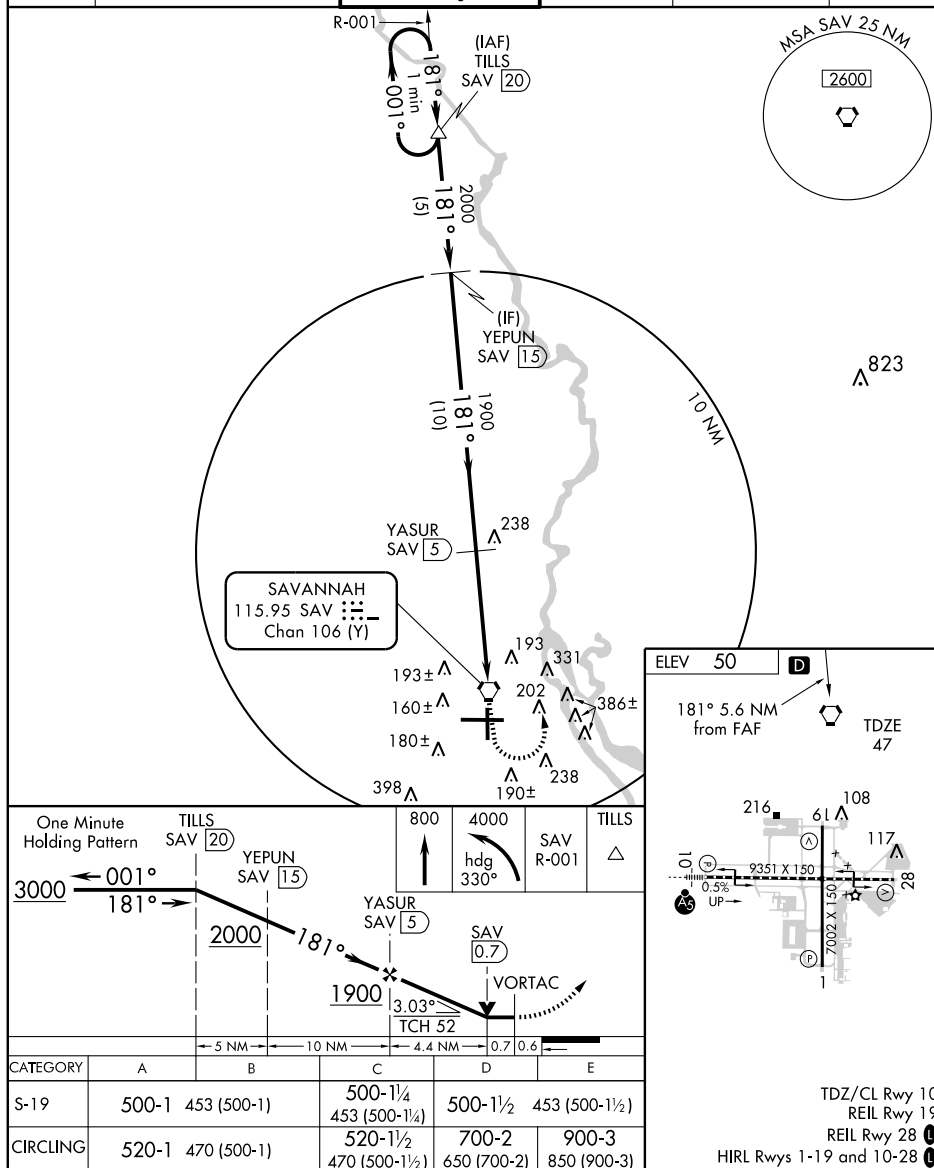
VOR/DME or TACAN RWY 19

SAVANNAH/HILTON HEAD INTL (SAV)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-19 Cats C/D, and Circling Cat D visibilities ¼ mile and S-19 Cat E visibility ½ mile.
VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

ATIS 123.75	SAVANNAH APP CON★ 125.3 371.875	SAVANNAH TOWER★ 119.1 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775	UNICOM 122.95
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AIRPORT DIAGRAM

AFD-381 [USA]

SAVANNAH, GEORGIA

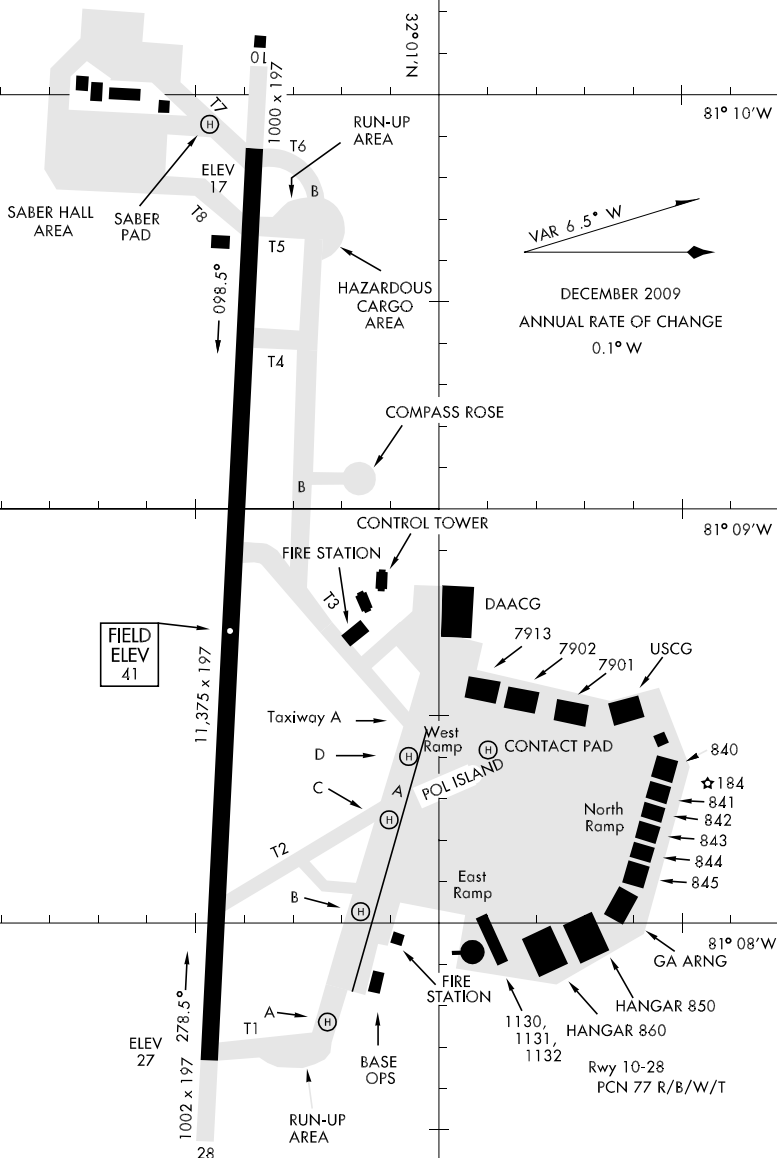
ATIS 127.525 323.125

HUNTER TOWER ★

124.975 279.575

GND CON

121.8 291.675



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAVANNAH, GEORGIA
HUNTER AAF (KSVN)

HUNTER AAF (SVN)(KSVN) A (CG ARNG) 2 SW UTC-5(-4DT) N32°00.60' W81°08.76' ATLANTA
 41 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE MCN Not insp. H-9B, 12G, L-24H
 RWY 10-28: H11375X200 (ASPH) PCN 77 R/B/W/T HIRL DIAP, AD
 RWY 10: REIL. VASI. RWY 28: ALSF1.
MILITARY SERVICE: LGT ACTIVATE 3-step apch lgt and HIRL Rwy 10-28, REIL Rwy 10—CTAF when twr clsd.
 JASU 3(AF M32A-86) 3(DND CE12 Equivalent) 1(DND CE14 Equivalent) 1(AF M32-95) FUEL J8. Tran fuel PPR,
 ctc Base OPS DSN 729-5531. Tran acft may expect delay due to opr mission. OIL O-156
TRAN ALERT Limited svc avbl Mon 0400Z thru Sat 0400Z, except holidays.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all trans acft. DSN 729-5110. Twy 1 clsd
 to all P3, C130 and larger acft. CAUTION Wildlife and bird hazard. Mil personnel conducting physical training on ft
 line access road Mon-Fri 1130-1230Z. TFC PAT TPA—Fixed Wing 1500(1459), Rotary Wing 1000(959). NS ABTMT
 Procedure in effect. Practice circling apch Category C, D, E not authorized blo 1500'. No overflt of Savannah
 and surrounding populated areas blo 1000' unless on apch to Hunter AAF. MISC Rotary Wing pilots planning to
 conduct opr within R3005 must receive a range briefing prior to opr. Briefing shall be accomplished at least 4 hr
 prior to flt on the reservation. Aviators briefed within the last 6 months may receive phone update. For briefing
 coordination ctc DSN 729-2523/6207, C912-315-2523/6207, Mon-Fri 0001-2300Z except holidays. Base
 OPS 24 hrs. Auto AN/FMQ-19 in use 24 hrs, forecaster avbl Mon 0300Z-Sat 0300Z excluding hols. Wx/vis
 obsn rstd. KSVN forecaster DSN 729-5467, C912-315-5467 or 26 OWS (24 hrs) DSN 781-1220,
 C318-456-1220. Compass rose OTS.
 ARNG Base OPS ctc DSN 729-7182/6534, C912-315-7182/6534.
COMMUNICATIONS: CTAF 124.975 279.575 ATIS 127.525 323.125 (Mon 1130Z thru Fri 0100Z. CLOSED
 Federal Holidays) PTD/BASE OPS 126.2
 (R) SAVANNAH APP/DEP CON 125.3 120.4 118.4 371.875 353.775 (1100-0400Z), other times ctc
 JAX CENTER APP/DEP CON 120.85 322.5
 TOWER 124.975 279.575 285.425 46.7 (Mon 1130Z thru Fri 0100Z. CLOSED federal holidays) other times
 ctc Savannah APP 127.65. If Savannah APP clsd ctc JAX CENTER 127.65.
 GND CON 121.8 291.675 GCA 143.2 317.475 (Mon 1130-0300Z and Fri 1130-0100Z)
 PMSV METRO 309.0 (Auto AN/FMQ-19 in use. KSVN forecasters avbl, Sun-Fri 0200Z-0100Z, clsd Federal
 hol.)
 ARNG OPS 139.4 38.15 USCG SAVANNAH AIR 345.0 5692 (5692 Single Sideband)
AIRSPACE: CLASS D svc Mon 1130Z thru Fri 0100Z, clsd federal holidays, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SVN.
 (T) VORW/DME 111.6 SVN Chan 53 N32°00.72' W81°08.45' at fld. 40/2W. Unmonitored Sat-Mon and
 hol 0200-1230Z. Mil use only.
 DME unusable:
 195-200' blo 1,800' 201°-225° blo 1,800'
 WASSA NDB (LOM) 335 SV N32°00.54' W80°59.20' 277° 8.2 NM to fld. Unmonitored Sat-Mon and hol
 0200-1200Z.
 ILS/DME 109.5 I-SVN Chan 32 Rwy 28. Class IT. LOM WASSA NDB.
 ASR/PAR (Mon-Thu 1130-0300Z, Fri 0730-0100Z, except holidays
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

JACKSON CO (See JEFFERSON)

JASPER

PICKENS CO (JZP) 2 SW UTC-5(-4DT) N34°27.21' W84°27.43'

1535 B S2 FUEL 100LL, JET A NOTAM FILE MCN
 RWY 16-34: H5000X100 (ASPH) S-14 MIRL 0.7% up S
 RWY 16: PAPI(P2R)—GA 3.0° TCH 25'. Trees.
 RWY 34: PAPI(P2L)—GA 3.0° TCH 29'.

AIRPORT REMARKS: Attended 1400-2300Z. Extensive student training
 Atlanta 340° 45 NM—Atlanta 355° 49NM; 3000-9000 ft;
 1700-2230Z. MIRL Rwy 16-34 preset on low ints dusk-0500Z,
 to increase ints and ACTIVATE after 0500Z—CTAF.

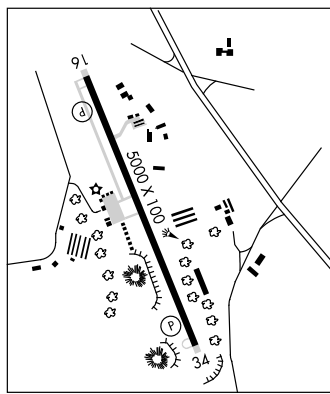
WEATHER DATA SOURCES: AWOS-A 285. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.725

(R) ATLANTA CENTER APP/DEP CON 133.1
 GCO 121.725 (FLIGHT SERVICE)

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
 W85°07.17' 061° 37.2 NM to fld. 1150/01E. HIWAS.



ATLANTA
 H-9A, 12G, L-181
 IAP

SVN VOR/DME 111.6 Chan 53	APCH CRS 090°	Rwy Idg 11,375 TDZE 26 Arpt Elev 41
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AL-381 [USA]

HUNTER AAF (KSVN)

V	B	MISSED APPROACH: Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.
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ATIS 127.525 323.125
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SAVANNAH APP CON 120.4 353.775
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HUNTER TOWER ★ 124.975 (CTAF) 0 279.575

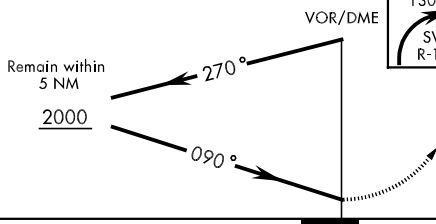
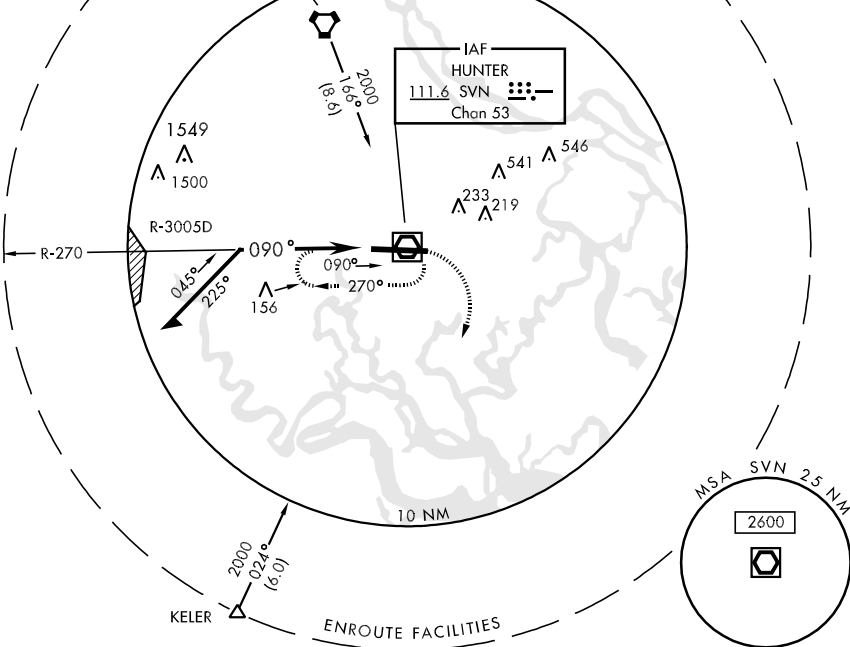
GND CON 121.8 291.675

ASR/PAR

NOT FOR CIVIL USE

SAVANNAH 115.95 SAV Chan 106(Y)

IAF HUNTER 111.6 SVN Chan 53



1300 SVN R-195	2000 SVN	SVN
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ELEV 41

090° to
VOR/DME

TDZE 26

97

11,375 x 197

TDZE 41

REIL Rwy 10

HIRL Rwy 10-28

CATEGORY	COPTER	
S-10	460-½	434 (500-½)

LOC/DME I-SVN 109.5 Chan 32	APCH CRS 276°	Rwy Idg 11,375 TDZE 41 Arpt Elev 41
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AL-381 [USA]

HUNTER AAF (KSVN)

T * Circling NA N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

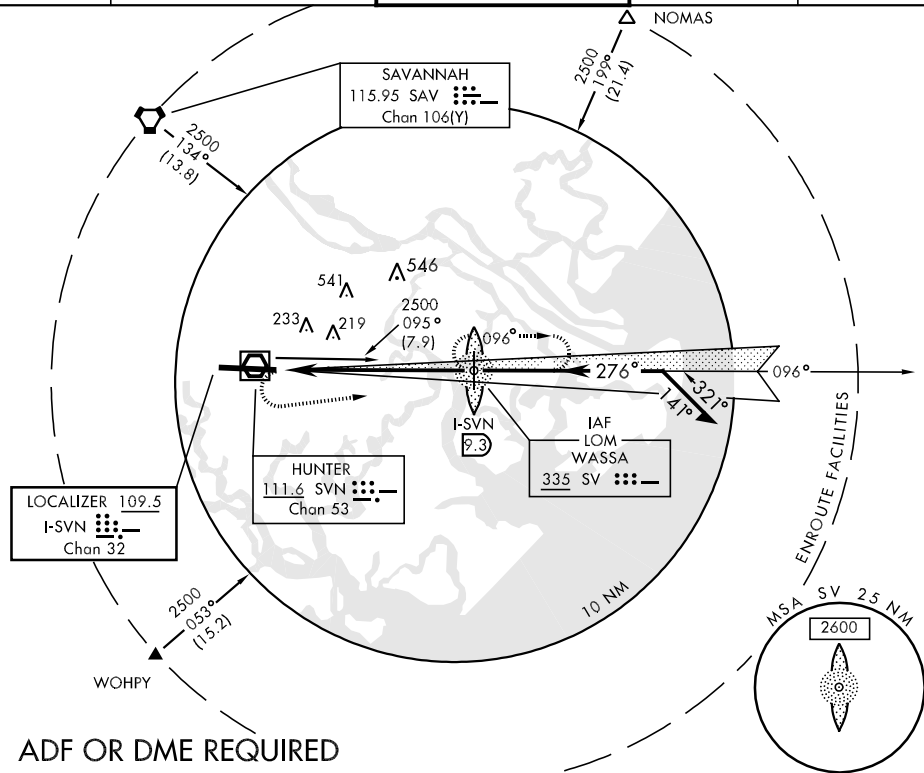
ATIS
127.525
323.125

SAVANNAH APP CON
120.4 353,775

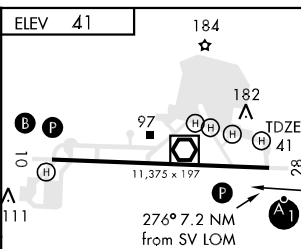
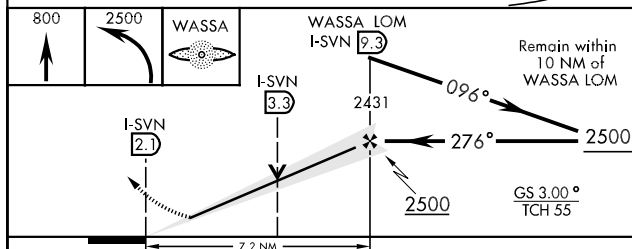
HUNTER TOWER ★
124.975 (CTAF) 279.575

GND CON
121.8 291.675

ASR/PAR



ADF OR DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 28	241/24		200 (200-1)	
S-LOC 28	460/24	419 (500-½)	460/40	460/50
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

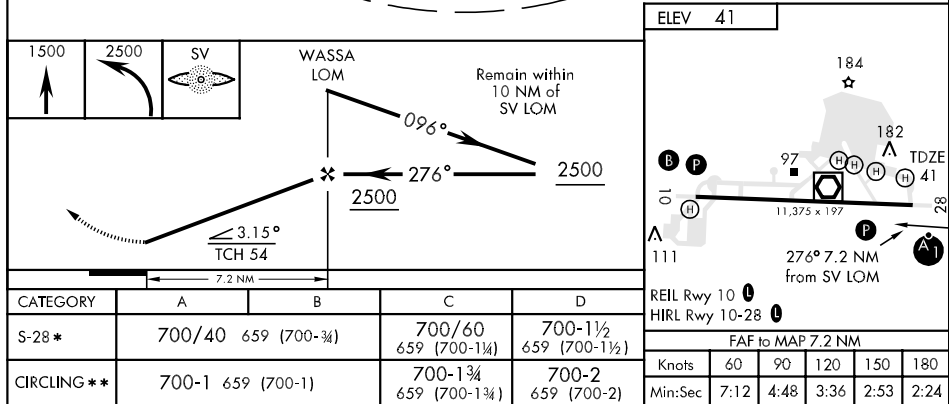
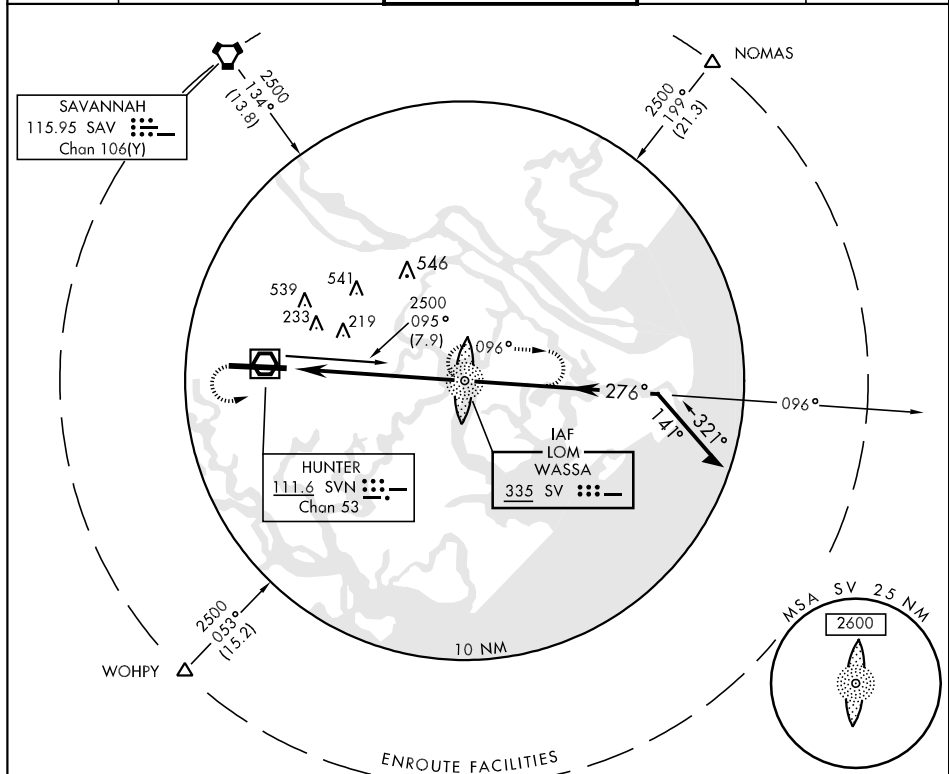
Amdt 3 10266

ILS or LOC RWY 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOM SV 335	APCH CRS 276°	Rwy Idg 11,375 TDZE Arprt Elev 41	AL-381 [USA]	HUNTER AAF (KSVN)	
<p>▼ * For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles.</p> <p>** Circling NA N of Rwy 10-28 for CAT D.</p>			ALSF-1 	MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.	
ATIS 127.525 323.125	SAVANNAH APP CON 120.4 353.775		HUNTER TOWER ★ 124.975 (CTAF) 0 279.575	GND CON 121.8 291.675	ASR/PAR



APCH CRS **096°**
 Rwy Idg **11,375**
 TDZE **26**
 Arpt Elev **41**

AL-381 [USA]

HUNTER AAF (KSVN)

▼ DME/DME RNP -0.3 NA
 * Circling not authorized N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

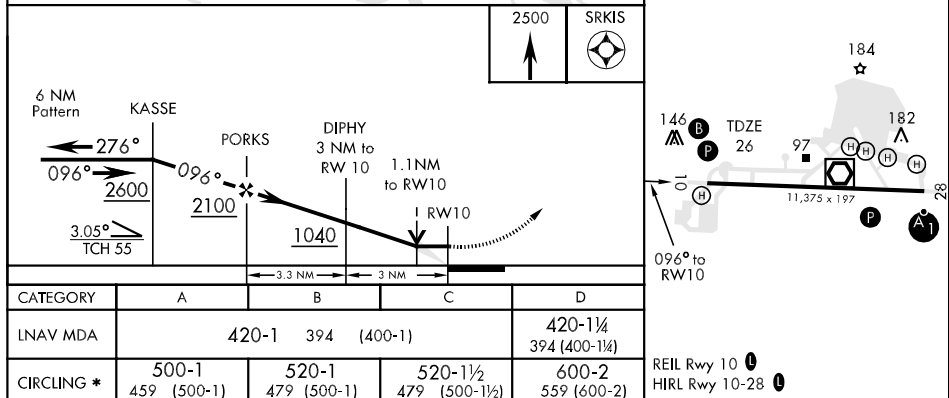
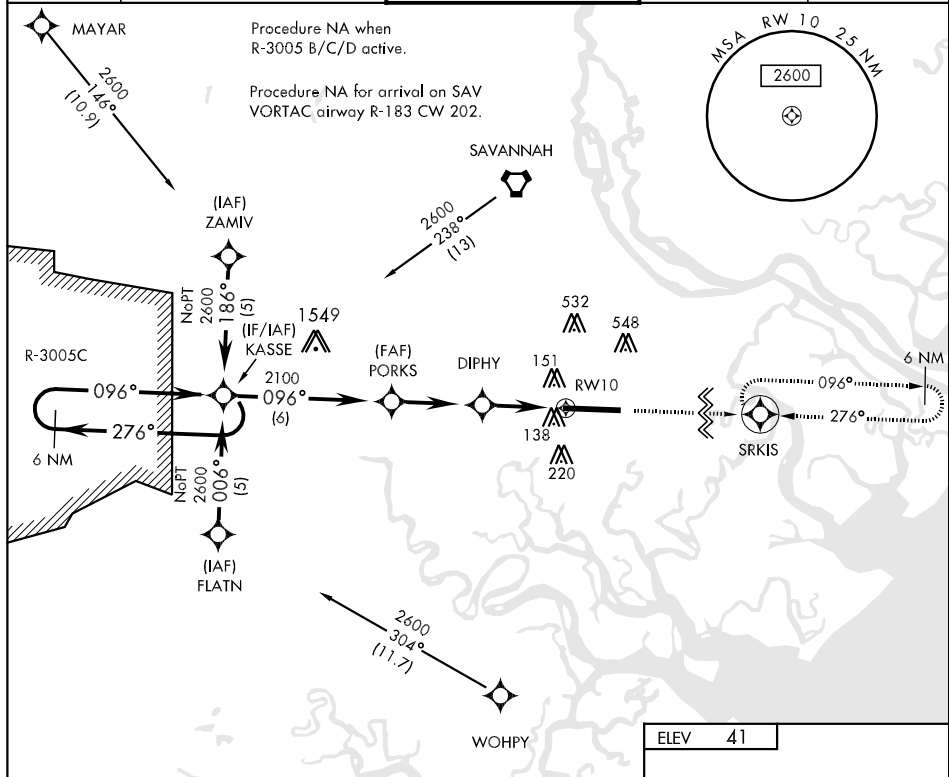
ATIS
127.525
323.125

SAVANNAH APP CON
120.4 353.775

HUNTER TOWER ★
124.975 (CTAF) 0 279.575

GND CON
121.8 291.675

ASR/PAR



SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Orig 10266

RNAV (GPS) RWY 10

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82111 W28A	APCH CRS 276°	Rwy Idg 11,375 TDZE 41 Arpt Elev 41
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AL-381 [USA]

HUNTER AAF (KSVN)

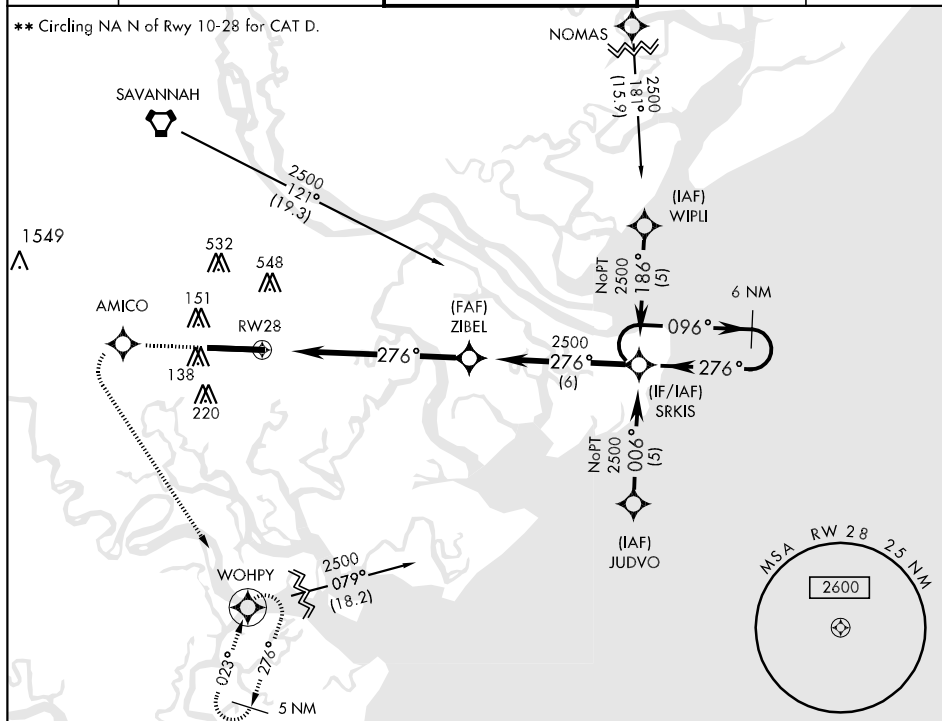
▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA
below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP -0.3 NA


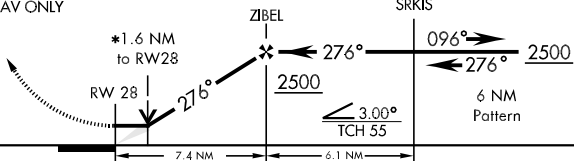


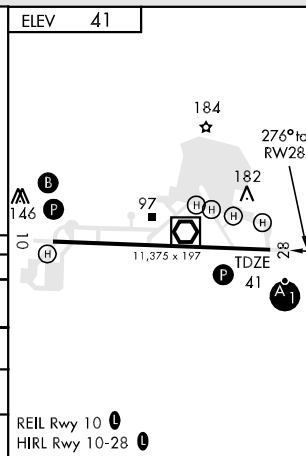
MISSED APPROACH: Climb to 2000 direct AMICO
and left turn on track 180° to WOHPY and hold.

ATIS 127.525 323.125	SAVANNAH APP CON 120.4 353.775	HUNTER TOWER ★ 124.975 (CTAF) 0 279.575	GND CON 121.8 291.675	ASR/PAR
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** Circling NA N of Rwy 10-28 for CAT D.



2000	AMICO			
* LNAV ONLY				
				
CATEGORY	A	B	C	D
LPV DA	241/24		200 (200-½)	
LNAV/ VNAV DA	487/50		446 (500-1)	
LNAV MDA	600/24	559 (600-½)	600/50 559 (600-1)	600/60 559 (600-1½)
CIRCLING**	600-1	559 (600-1)	600-1½ 559 (600-1½)	600-2 559 (600-2)



VOR/DME SVN 111.6 Chan 53	APCH CRS 282°	Rwy Idg 11,375 TDZE 41 Arpt Elev 41
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AL-381 [USA]

HUNTER AAF (KSVN)



* Circling NA N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

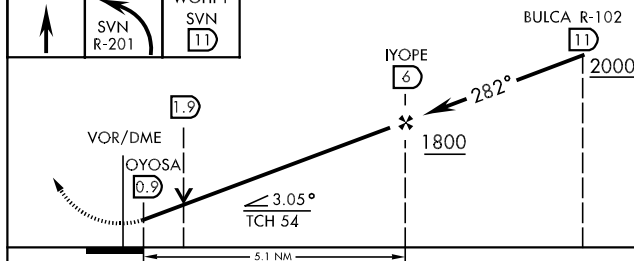
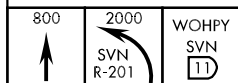
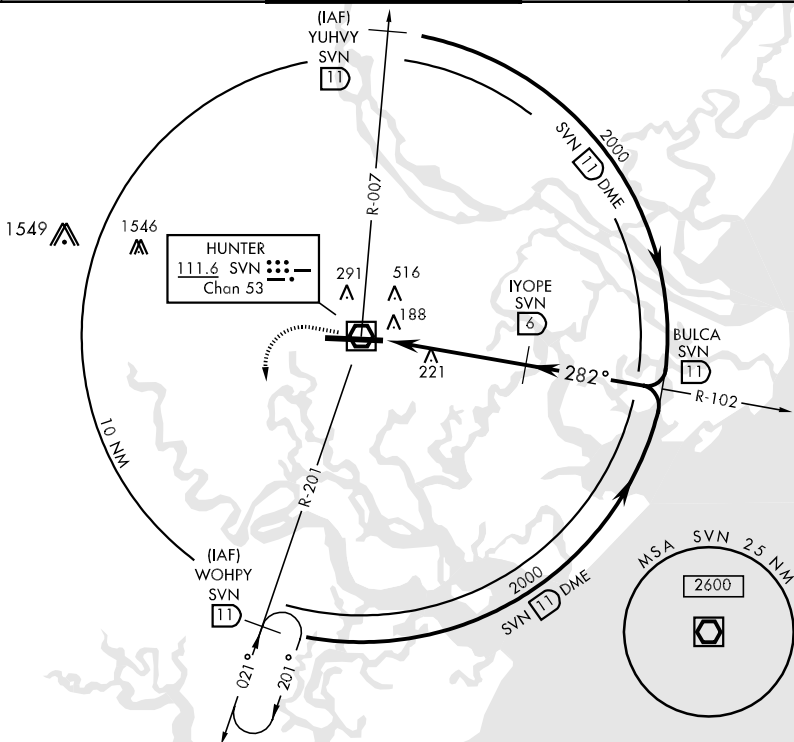
ATIS
127.525
323.125

SAVANNAH APP CON
120.4 353.775

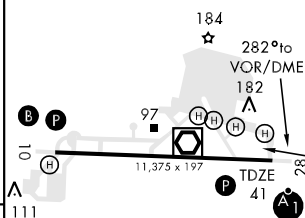
HUNTER TOWER ★
124.975 (CTAF) 279.575

GND CON
121.8 291.675

ASR/PAR



ELEV	41
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CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

REIL Rwy 10 **L**
HIRL Rwy 10-28 **L**

SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Amdt 1 10266

VOR/DME RWY 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

SVN VOR/DME
111.6
Chan 53

APCH CRS
282°

Rwy Idg 11,375
TDZE 41
Arpt Elev 41

AL-381 [USA]

HUNTER AAF (KSVN)

When ALS inop, increase CAT AB vis to 1 mile.
** Circling NA N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

ATIS
127.525
323.125

SAVANNAH APP CON
120.4 353.775

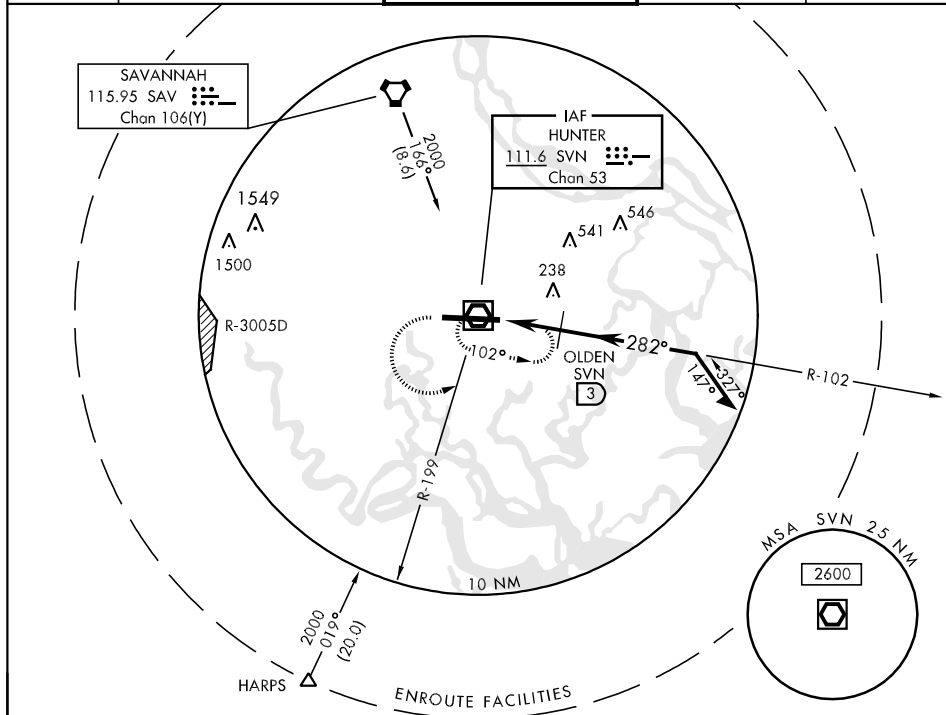
HUNTER TOWER ★
124.975 (CTAF) 279.575

GND CON
121.8 291.675

ASR/PAR

SAVANNAH
115.95 SAV
Chan 106(Y)

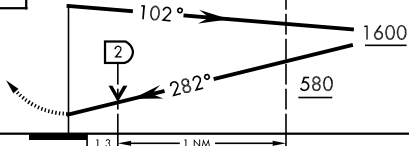
IAF
HUNTER
111.6 SVN
Chan 53



1200
2000
SVN

SVN
VOR/DME

Remain within
10 NM of
SVN VOR/DME

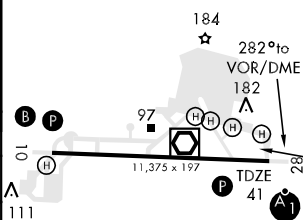


CATEGORY	A	B	C	D
S-28 *	580/40	539 (600-¾)	580/50 539 (600-1)	580/60 539 (600-1½)
CIRCLING **	580-1	539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

OLDEN FIX MINIMA

S-28 *	500/40	459 (500-¾)	500/50 459 (500-1)
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)
			600-2 559 (600-2)

ELEV 41



REIL Rwy 10
HIRL Rwy 10-28

ROME

RICHARD B. RUSSELL (RMG) 6 N UTC-5(-4DT) N34°21.05' W85°09.52'

644 B S4 FUEL 100, JET A Class IV, ARFF Index A NOTAM FILE RMG

RWY 01-19: H6006X143 (ASPH-GRVD) S-52, D-57, 2D-114 HIRL

RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 19: PAPI(P4L). Trees.

RWY 07-25: H4497X100 (ASPH) S-16, D-30 0.4% up W

RWY 07: Thld dsplcd 115'. Tree. RWY 25: Tree.

AIRPORT REMARKS: Attended 1200-0100Z. Parachute Jumping.

CLOSED to unscheduled air carrier ops with more than 30

passenger seats except 48 hrs PPR call arpt manager

706-295-7835. Military air cargo drop (C-130) in progress

2330-0130Z Tue and Thu at NE end of Rwy 07-25. Ultraht

activity on and in/ov arpt. Deer on and in/ov arpt. ACTIVATE HIRL

Rwy 01-19; PAPI Rwy 01 and Rwy 19 and MALS Rwy 01—CTAF.

VOR ground checkpoints avbl. Barrels on ramp area SW of

terminal bldg.

WEATHER DATA SOURCES: ASOS 119.925 (706) 235-3467.

HIWAS 115.4 RMG.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

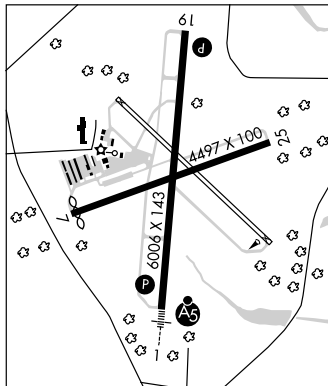
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 349°11.4 NM to fld. 1150/01E.

HIWAS.

FLOYD NDB (MHW) 388 OYD N34°17.93' W85°09.85' 007° 3.1 NM to fld (Unmonitored indef)

ILS/DME 111.15 I-HBQ Chan 48(Y) Rwy 01. LOC unmonitored 0600-1600Z



ROOSEVELT MEML (See WARM SPRINGS)

RUST AIRSTRIP (See WOOLSEY)

ST MARYS (4J6) 2 N UTC-5(-4DT) N30°45.20' W81°33.50'

23 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 04-22: H5021X100 (ASPH) S-20 MIRL

RWY 04: Thld dsplcd 758'. Trees/Brush.

RWY 22: Thld dsplcd 981'. Trees/Brush.

RWY 13-31: H4000X75 (ASPH)

RWY 13: Thld dsplcd 699'. Trees.

RWY 31: Thld dsplcd 700'. Trees.

AIRPORT REMARKS: Attended 1300-2130Z. 100LL self svc fuel with

credit card. Parachute Jumping. Recommend two-way radio

communications be utilized with the controlling agencies, while

flying in the vicinity of St. Mary's arpt due to a flight restriction 1/2

to 2 1/2 miles N, NE of arpt. Rwy 04-22 lighting does not indicate

dsplcd thld. MIRL Rwy 04-22 preset low ints; to increase ints

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

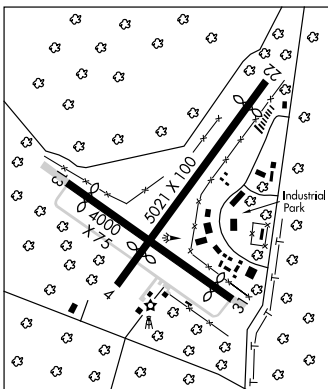
W81°26.76' 202° 18.7 NM to fld. 10/04W.

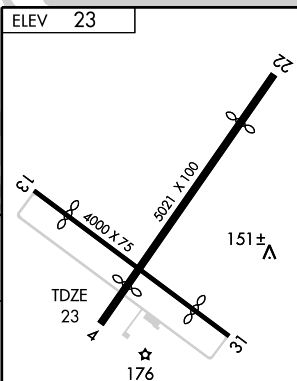
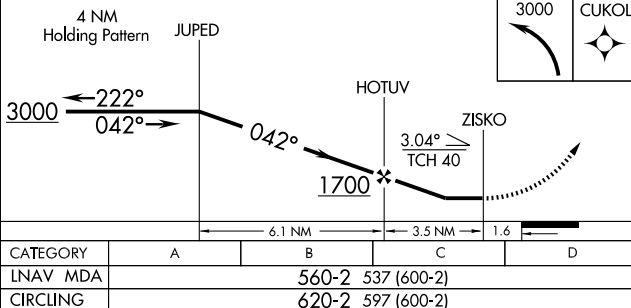
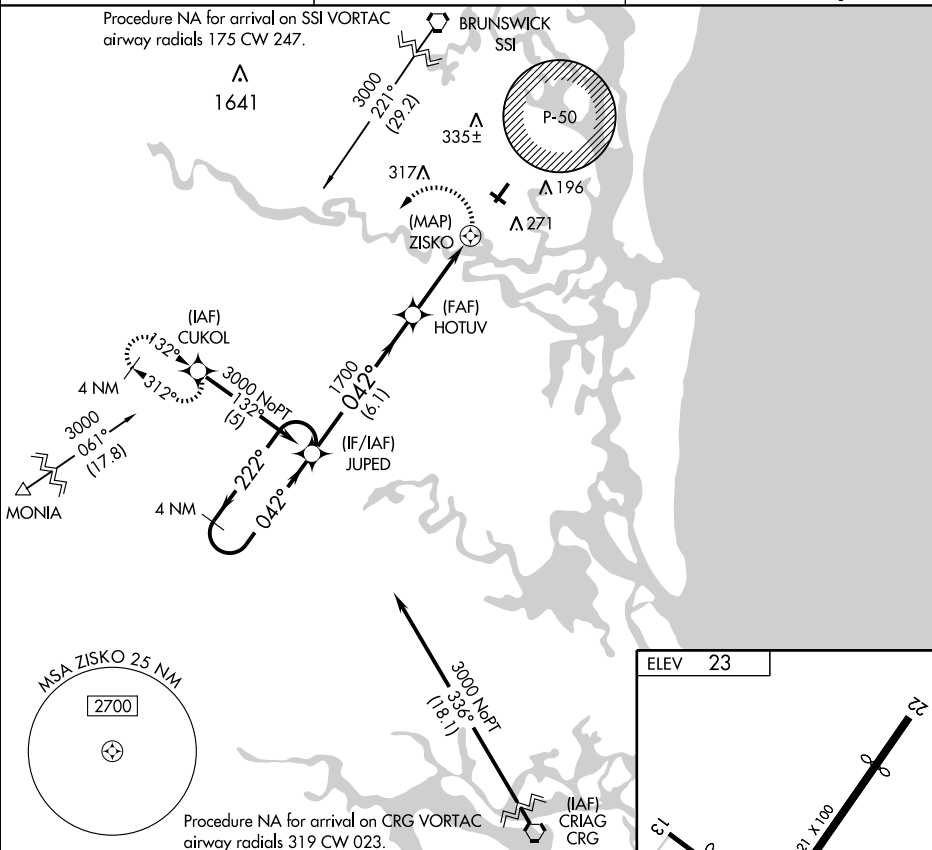
ASR

JACKSONVILLE

H-9B, 12F, L-24G, A

IAP



APP CRS
042°Rwy Idg **4263**
TDZE **23**
Apt Elev **23****RNAV (GPS) RWY 4**
ST MARYS (4J6)**NA**Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.MISSED APPROACH: Climbing left turn to
3000 direct CUKOL and hold.JACKSONVILLE ASOS
125.85JACKSONVILLE APP CON
127.0 322.4UNICOM
122.8 (CTAF) 0Procedure NA for arrival on SSI VORTAC
airway radials 175 CW 247.

APP CRS	Rwy Idg	3301
132°	TDZE	23
	Apt Elev	23

RNAV (GPS) RWY 13

ST MARYS (4J6)

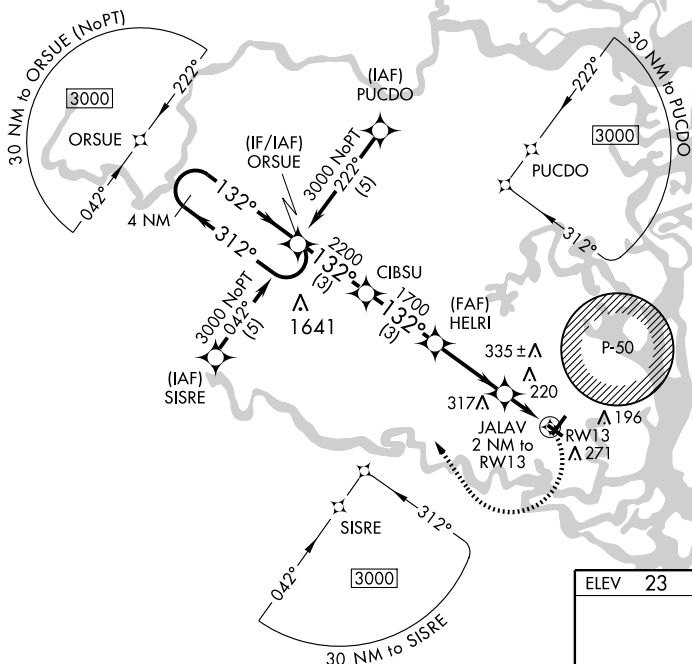
NA Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

MISSED APPROACH: Climbing right turn
to 3000 direct ORSUE and hold.

JACKSONVILLE ASOS
125.85

JACKSONVILLE APP CON
127.0 322.4

UNICOM
122.8 (CTAF) 0



ELEV 23

4 NM
Holding Pattern

ORSUE

CIBSU

HELRI

JALAV
2 NM to
RW13

RW13

3000

←312°
132°→

132°

2200

1700

700

CATEGORY

A

B

C

D

LNAV MDA

500-1 477 (500-1)

500-1½
477 (500-1½)500-1½
477 (500-1½)

CIRCLING

620-1 597 (600-1)

620-1½
597 (600-1½)620-2
597 (600-2)

MIRL Rwy 4-22 0

WAAS CH 48914 W31A	APP CRS 312°	Rwy Idg 3300 TDZE 23 Apt Elev 23
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RNAV (GPS) RWY 31

ST MARYS (4J6)



ANA

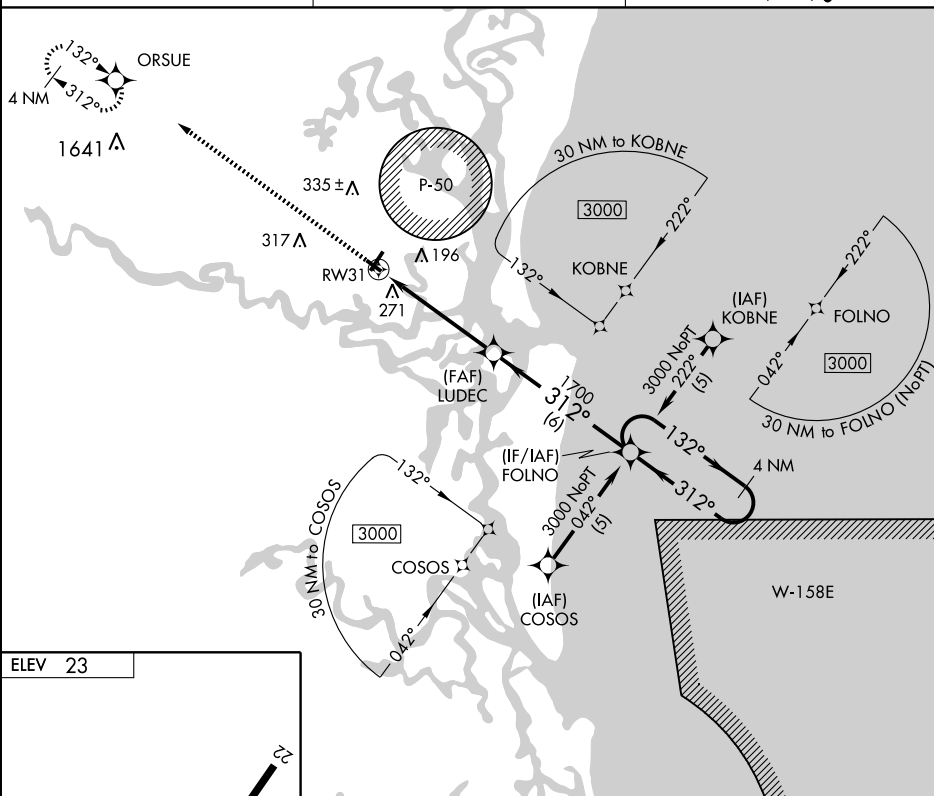
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ORSUE and hold, continue climb-in-hold to 3000.

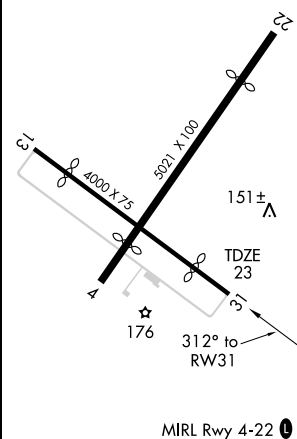
JACKSONVILLE ASOS
125.85

JACKSONVILLE APP CON
127.0 322.4

UNICOM
122.8 (CTAF) **L**



ELEV 23



<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 3000 </div> <div style="text-align: center;"> ORSUE </div> </div>		<div style="text-align: right;"> FOLNO 4 NM Holding Pattern </div>	
<div style="text-align: center;"> LUDEC 1700 </div>		<div style="text-align: center;"> 3000 132° → ← 312° </div>	
<div style="text-align: center;"> RW31 </div>		<div style="text-align: center;"> 1700 312° </div>	
5.1 NM		6 NM	
CATEGORY	A	B	C
LPV DA	477-1 ³ / ₄ 454 (500-1 ³ / ₄)		
LNAV MDA	580-1	557 (600-1)	580-1 ¹ / ₂ 557 (600-1 ¹ / ₂)
CIRCLING	620-1	597 (600-1)	620-1 ³ / ₄ 557 (600-1 ³ / ₄)
		620-1 ¹ / ₂ 597 (600-1 ¹ / ₂)	620-2 597 (600-2)

SLOVER N31°33.15' W81°53.24' NOTAM FILE MCN.
NDB (MHW) 340 JES at Jesup-Wayne Co. **AWOS-A.**

JACKSONVILLE
L-24H

SOPERTON

TREUTLEN CO (4J8) 2 E UTC-5(-4DT) N32°23.24' W82°33.80'

ATLANTA
L-24H

345 NOTAM FILE MCN

RWY 16-34: H3000X50 (ASPH)

RWY 16: Trees. **RWY 34:** Trees.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81' W82°49.80' 133° 17.2 NM to fld. 300/05W. **HIWAS.**

SOUTHER FLD (See AMERICUS)

SOUTHWEST GEORGIA RGNL (See ALBANY)

SPENCE (See MOULTRIE)

STATESBORO-BULLOCH CO (TBR) 3 NE UTC-5(-4DT) N32°28.97' W81°44.22'

CHARLOTTE

187 B S6 FUEL 100LL, JET A1 NOTAM FILE TBR

H-9B, 12G, L-24H

RWY 14-32: H6000X100 (ASPH) S-27, D-40 HIRL 0.4% up NW

IAP

RWY 14: PAPI(P2L)—GA 4.0°TCH 40'. Trees.

RWY 32: MALSR. PAPI(P2L)—GA 3.0°TCH 31'. Dspcd thld 300'.

Trees.

RWY 05-23: H4383X100 (ASPH)

RWY 05: Trees. **RWY 23:** Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0000Z†, Sat-Sun

1400-2200Z†. 24 hr self-svc fuel avbl. Deer on and invof arpt.

HIRL Rwy 14-32 preset on med ints dusk-0400Z†, to increase

ints and ACTIVATE MIRL after 0400Z†—CTAF. ACTIVATE MALSR

Rwy 32 and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (912) 764-9321

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (MACON RADIO)

Ⓡ SAVANNAH APP/DEP CON 118.4 (1100-0500Z†)

Ⓡ JAX CENTER APP/DEP CON 132.5 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

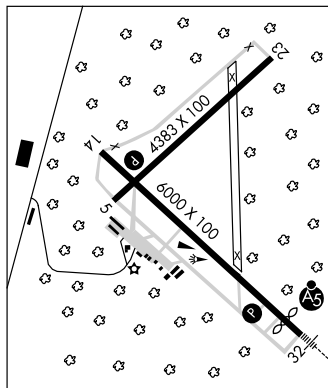
SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 313° 34 NM to fld. 9/6W. **HIWAS.**

BULLO NDB (MHW/LOM) 407 BZ N32°24.92' W81°39.84'

323° 5.5 NM to fld. NOTAM FILE MCN.

ILS 111.5 I-BZQ Rwy 32. LOM BULLO NDB. LOC unmonitored 0000-1300Z†.



STOCKBRIDGE

BERRY HILL (4A0) 3 E UTC-5(-4DT) N33°32.13' W84°10.74'

ATLANTA
L-181, A

770 FUEL 100LL NOTAM FILE MCN

RWY 11-29: H3000X40 (ASPH) **RWY LGTS** (NSTD)

RWY 11: Thld dspcd 995'. P-line.

RWY 29: Thld dspcd 597'. Treeline.

AIRPORT REMARKS: Attended irregularly. Ngt tkfs prohibited. Rwy 11-29 badly cracked, grass in cracks. Rwy lgts NSTD in number, type, and globe color.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' 114° 14.0 NM to fld. 1000/00E.

LOC I-BZQ 111.5	APP CRS 320°	Rwy ldg TDZE Apt Elev	5700 177 187
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ILS or LOC RWY 32

STATESBORO-BULLOCH COUNTY (TBR)

ADF REQUIRED.
NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.

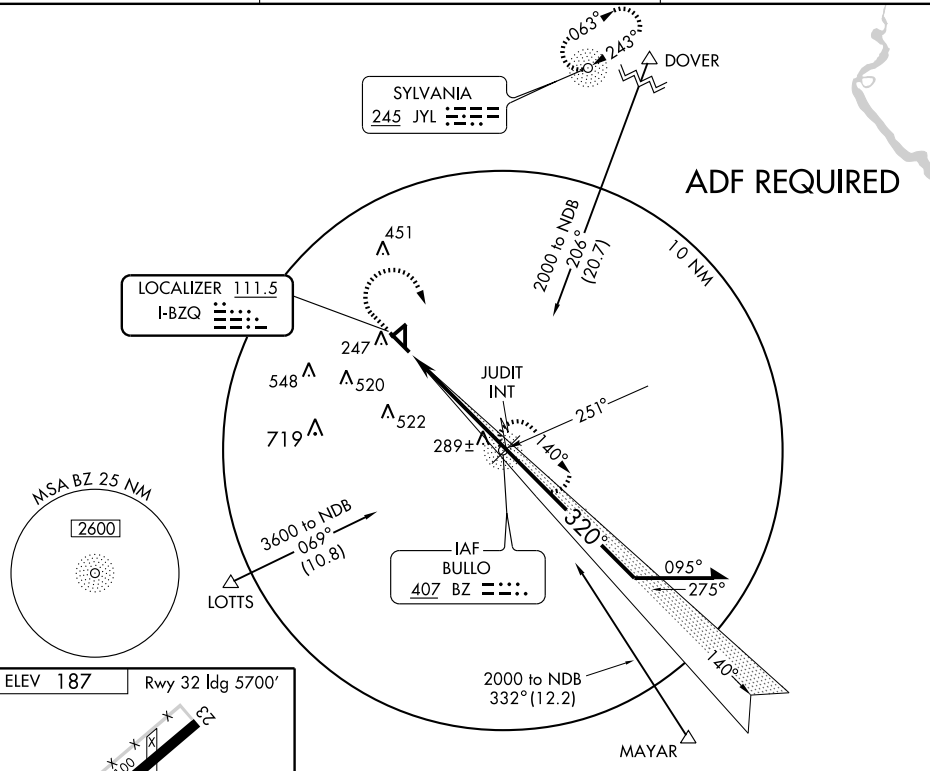


MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.

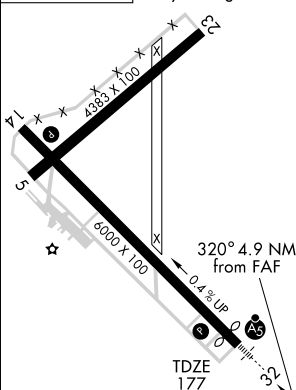
AWOS-3
119.025

SAVANNAH APP CON★
118.4 354.0

UNICOM
122.8 (CTAF) 0



ELEV 187 Rwy 32 ldg 5700'



FAF to MAP 4.9 NM				
Knots	60	90	120	150
Min:Sec	4:54	3:16	2:27	1:58

<div>800</div> <div>2000</div> <div>BZ 407</div>	<div>VGSI and ILS glidepath not coincident.</div> <div>NDB</div> <div>JUDIT INT 1800</div> <div>140°</div> <div>320°</div> <div>2000</div> <div>1800</div> <div>4.9 NM</div> <div>GS 3.00° TCH 47</div>			
	<div>Remain within 10 NM</div>			
CATEGORY	A	B	C	D
S-ILS 32	377- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 32	540- $\frac{1}{2}$ 363 (400- $\frac{1}{2}$)			540- $\frac{3}{4}$ 363 (400- $\frac{3}{4}$)
CIRCLING	640-1 453 (500-1)		840-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$)	880-2 $\frac{1}{4}$ 693 (700-2 $\frac{1}{4}$)

WAAS CH 81829 W32A	APP CRS 320°	Rwy Idg TDZE 177 Apt Elev 187
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RNAV (GPS) RWY 32

STATESBORO-BULLOCH COUNTY (TBR)

▲ Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1½ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.

MALSR

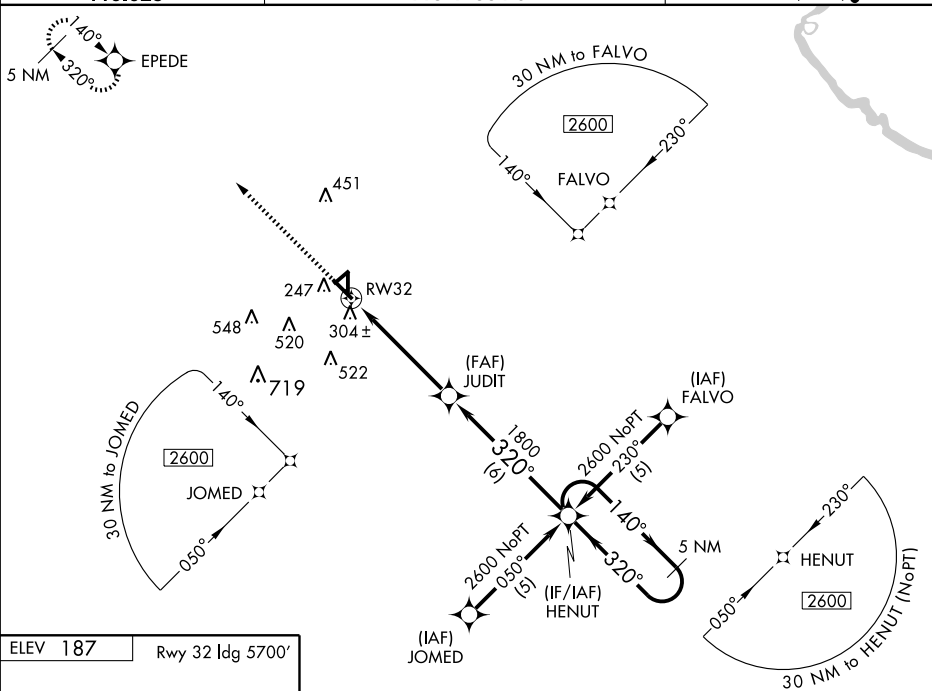


MISSED APPROACH: Climb to 2600 direct EPEDE and hold.

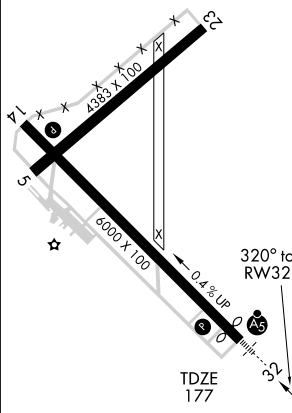
AWOS-3
119.025

SAVANNAH APP CON★
118.4 354.0

UNICOM
122.8 (CTAF) ①



ELEV 187 Rwy 32 Idg 5700'



HIRL Rwy 14-32 ①

2600	EPEDE	VGSI and RNAV glidepath not coincident.				HENUT	5 NM Holding Pattern
*LNAV Only		*1.2 NM to RW32	JUDIT	1800	320°	140°	2600
RW32		1.2	3.8 NM	6 NM	GS 3.00° TCH 47		
CATEGORY	A	B	C	D			
LPV DA	427-½		250 (300-½)				
LNAV/VNAV DA	645-1¼		468 (500-1¼)				
LNAV MDA	560-½		383 (400-½)		560-1 383 (400-1)		
CIRCLING	640-1¾		453 (500-1¾)		840-1¾ 653 (700-1¾)		
					880-2¼ 693 (700-2¼)		

SWAINSBORO

EMANUEL CO

(SBO) 2 NW UTC-5(-4DT) N32°36.55' W82°22.20'

327 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 13-31: H6021X100 (ASPH) S-45, D-65, 2S-83, 2D-120 HIRL

RWY 13: PAPI(P4L). Trees.

RWY 31: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1800-2200Z. For after hrs fuel—self service. PAEW north side of Rwy 13-31 indef. Rwy 13 PAPI OTS indef. ACTIVATE PAPI Rwy 13 and HIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.375 (478) 237-8437

COMMUNICATIONS: CTAF/UNICOM 122.975

ATLANTA CENTER APP/DEP CON 135.55

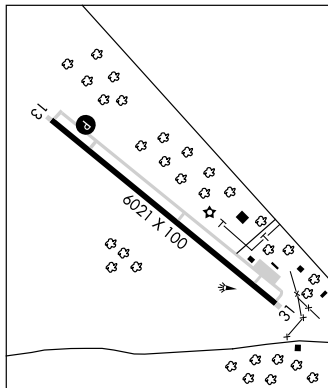
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 088°23.5 NM to fld. 300/05W. HIWAS.

NDB (MHW) 309 EEX N32°39.99' W82°27.16' 133° 5.4 NM to fld.

ILS 109.35 I-SBO Rwy 13. LOC only.



SWINTON SMITH FLD AT REIDSVILLE MUNI

(See REIDSVILLE)

SYLVANIA N32°38.95' W81°35.66' NOTAM FILE MCN.

NDB(MHW) 245 JYL at Plantation Airpark.

CHARLOTTE

L-241

SYLVANIA

PLANTATION AIRPARK

(JYL) 7 S UTC-5(-4DT) N32°38.72' W81°35.83'

188 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5000X100 (ASPH) S-20 MIRL 0.4% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'. Trees. Rgt t/c.

RWY 23: PAPI(P2L)—GA 3.0° TCH 31'.

RWY 15-33: H3787X75 (ASPH)

RWY 15: Trees. Rgt t/c.

AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 05-23 sfc cracking. PAPI Rwy 05 and Rwy 23 opr continuously. MIRL Rwy 05-23 preset on low ints dusk-0600Z; to increase ints and ACTIVATE after 0600Z—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (912) 857-9000.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 332° 36.1 NM to fld. 9/6W.

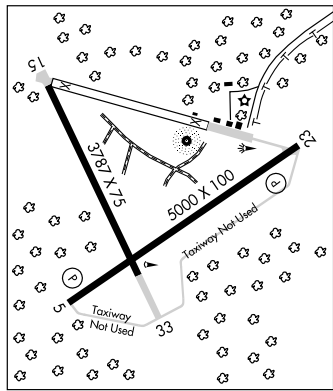
HIWAS.

SYLVANIA NDB(MHW) 245 JYL N32°38.95' W81°35.66' at fld. NOTAM FILE MCN.

CHARLOTTE

H-9B, 12G, L-241

IAP



LOC I-SBO 109.35	APP CRS 133°	Rwy Idg TDZE Apt Elev	6021 327 327
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LOC/NDB RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

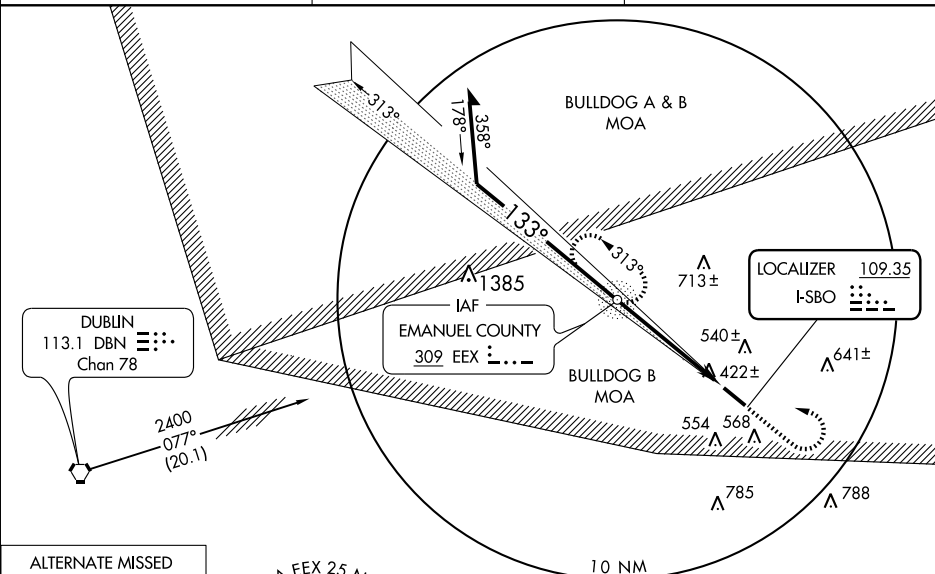
ADF required. Visibility reduction by helicopters NA.
 When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities $\frac{1}{4}$, increase circling Cat. C visibility to 2 miles and Cat. D visibility to $2\frac{1}{4}$ miles.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3
133.375

ATLANTA CENTER
135.55 343.75

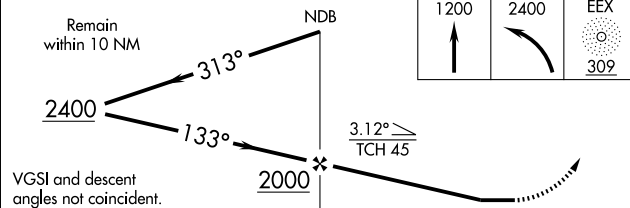
UNICOM
122.975 (CTAF) 0



ALTERNATE MISSED
APCH FIX

DUBIN
113.1 DBN Chan 78

2400
077° (20.1)



ELEV 327

133° 4.9 NM
from FAF

TDZE
327

6021 X 100

31

31

31

31

31

31

31

31

31

31

31

31

31

31

31

31

31

31

CATEGORY	A	B	C	D
S-13	680-1	353 (400-1)		680-1 $\frac{1}{4}$ 353 (400-1 $\frac{1}{4}$)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1 $\frac{1}{2}$ 593 (600-1 $\frac{1}{2}$)	920-2 593 (600-2)

HIRL Rwy 13-31 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB EEX 309	APP CRS 133°	Rwy Idg TDZE Apt Elev 6021 327 327
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NDB RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

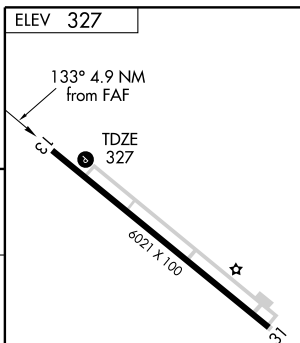
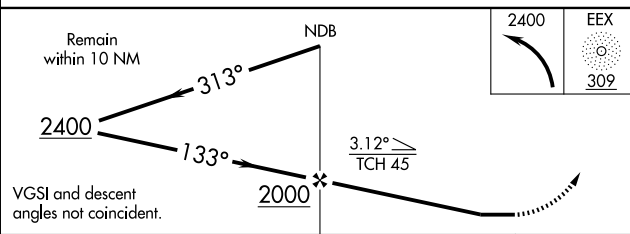
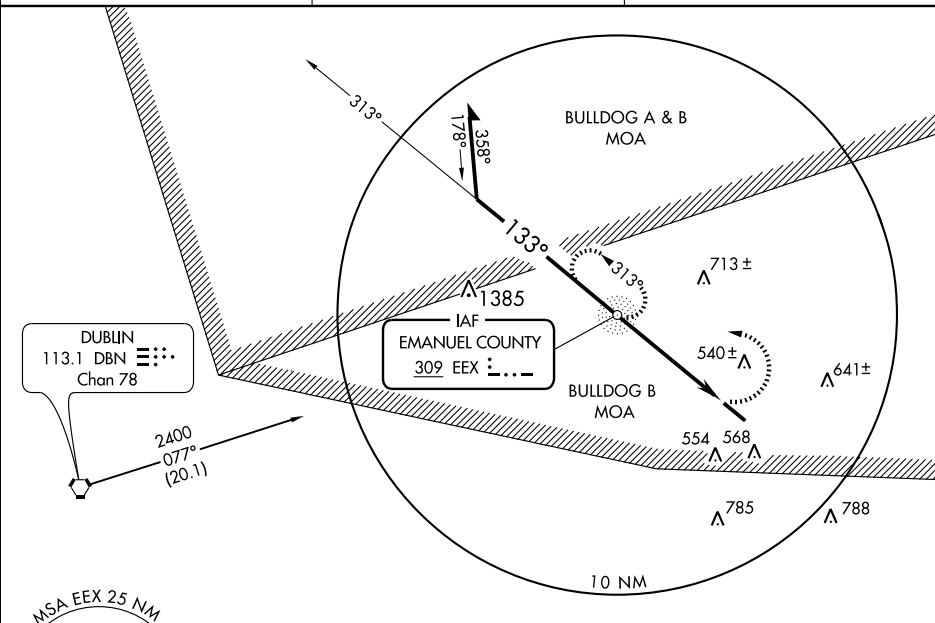
V Visibility reduction by helicopters NA.
A When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C/D ¼ mile, and increase circling Cat. C visibility to 2 and Cat. D to 2 ¼.

MISSED APPROACH: Climbing left turn to 2400
 direct EEX NDB and hold.

AWOS-3
133.375

ATLANTA CENTER
135.55 343.75

UNICOM
122.975 (CTAF) 0



CATEGORY	A	B	C	D
S-13	900-1	573 (600-1)	900-1½ 573 (600-1½)	900-1¾ 573 (600-1¾)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WAAS CH 97603 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	6021 327 327
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RNAV (GPS) RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

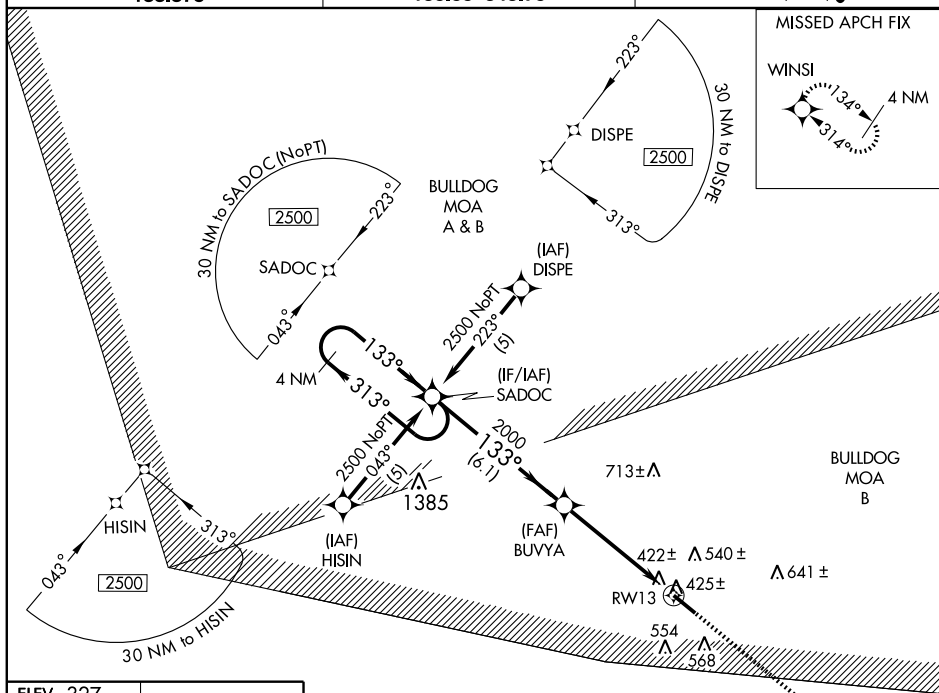
▼ Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities ¼ all Cats, increase LNAV Cats C and D visibilities ¼ mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to 2¼.

MISSED APPROACH:
Climb to 2500 direct
WINSI and hold.

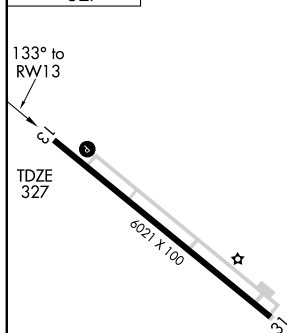
AWOS-3
133.375

ATLANTA CENTER
135.55 343.75

UNICOM
122.975 (CTAF) ①



ELEV 327



4 NM Holding Pattern		SADOC	VGSI and RNAV glidepath not coincident.		2500	WINSI
2500 ← 313° 133° →			BUYVA		↑	✧
GS 3.00° TCH 45			2000			RW13
		6.1 NM		5.1 NM		
CATEGORY	A	B	C	D		
LPV DA	677-1¼		350 (400-1¼)			
LNAV/VNAV DA	795-1¾		468 (500-1¾)			
LNAV MDA	680-1		353 (400-1)		680-1¼ 353 (400-1¼)	
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)		

HIRL Rwy 13-31 ①

WAAS CH 99306 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	6021 323 327
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RNAV (GPS) RWY 31

SWAINSBORO/ EMANUEL COUNTY (SBO)

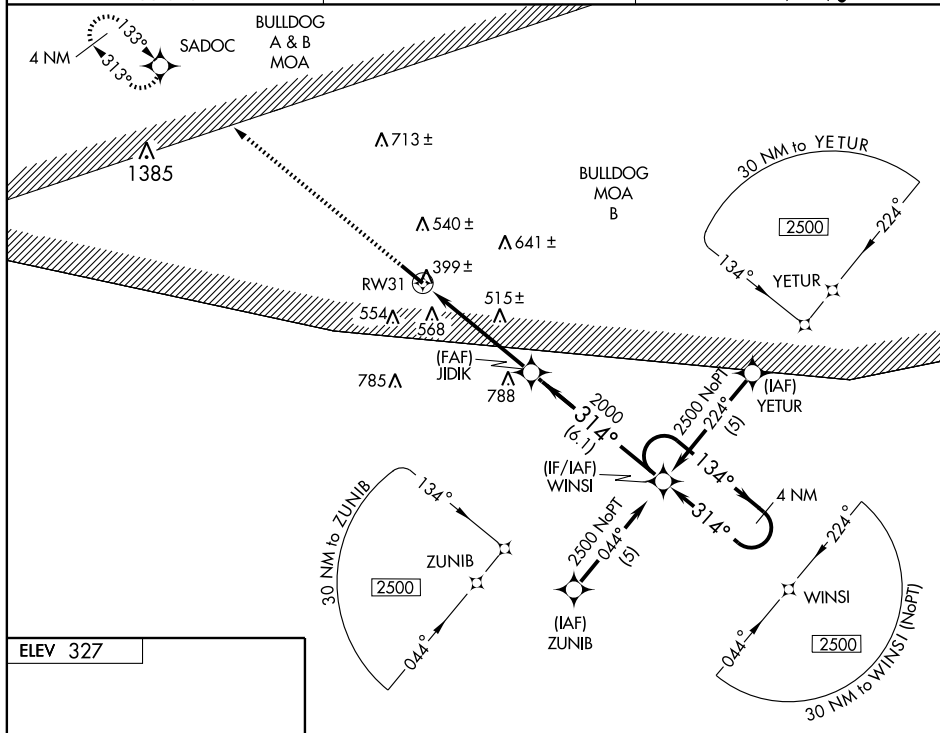
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ½, increase circling Cat C to 2 and Cat D to 2½.

MISSED APPROACH:
Climb to 2500 direct
SADOC and hold.

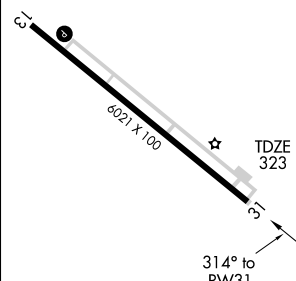
AWOS-3
133.375

ATLANTA CENTER
135.55 343.75

UNICOM
122.975 (CTAF) 0



ELEV 327



HIRL Rwy 13-31 0

SWAINSBORO, GEORGIA
Orig 08325

32°36'N - 82°22'W

SWAINSBORO/ EMANUEL COUNTY (SBO)
RNAV (GPS) RWY 31

2500	SADOC	VGSI and RNAV glidepath not coincident.	WINSI	4 NM Holding Pattern
JIDIK				
RW31				
2000				
134°	314°	134°	2500	
5 NM	6.1 NM			
GS 3.00°	TCH 57°			
CATEGORY	A	B	C	D
LPV DA		641-1	318 (400-1)	
LNAV/VNAV DA		669-1½	346 (400-1½)	
LNAV MDA	820-1	497 (500-1)	820-1½ 497 (500-1½)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

VORTAC DBN 113.1 Chan 78	APP CRS 088°	Rwy Idg TDZE Apt Elev	N/A N/A 327
--	------------------------	-----------------------------	--

VOR/DME-A

SWAINSBORO/EMANUEL COUNTY (SBO)

V When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2 ¼ miles.

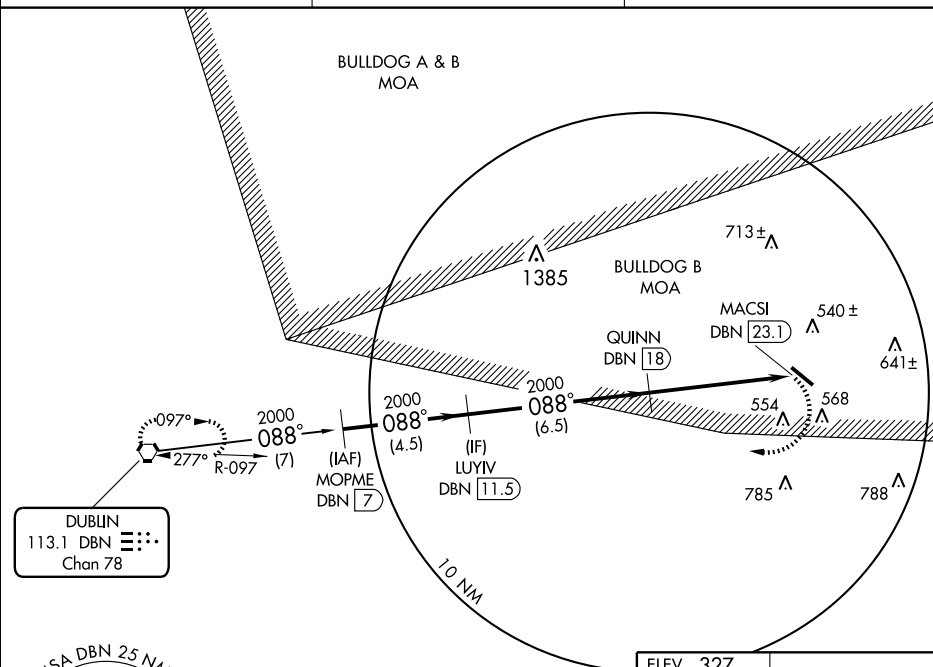
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3
133.375

ATLANTA CENTER
135.55 343.75

UNICOM
122.975 (CTAF)

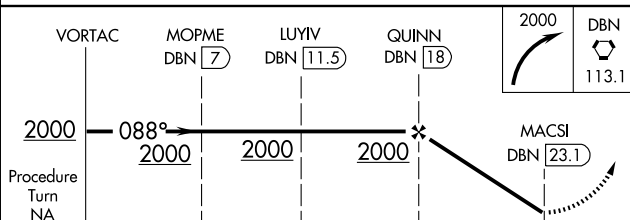
BULLDOG A & B
MOA



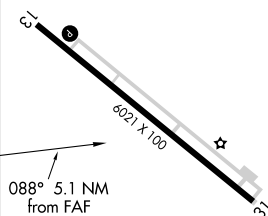
MSA DBN 25 NM

2600

ELEV 327



CATEGORY	A	B	C	D
CIRCLING	900-1 573 (600-1)	920-1¼ 593 (600-1¼)	920-1½ 593 (600-1½)	920-2 593 (600-2)



HIRL Rwy 13-31

SWAINSBORO

EMANUEL CO

(SBO) 2 NW UTC-5(-4DT) N32°36.55' W82°22.20'

327 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 13-31: H6021X100 (ASPH) S-45, D-65, 2S-83, 2D-120 HIRL

RWY 13: PAPI(P4L). Trees.

RWY 31: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1800-2200Z. For after hrs fuel—self service. PAEW north side of Rwy 13-31 indef. Rwy 13 PAPI OTS indef. ACTIVATE PAPI Rwy 13 and HIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.375 (478) 237-8437

COMMUNICATIONS: CTAF/UNICOM 122.975

ATLANTA CENTER APP/DEP CON 135.55

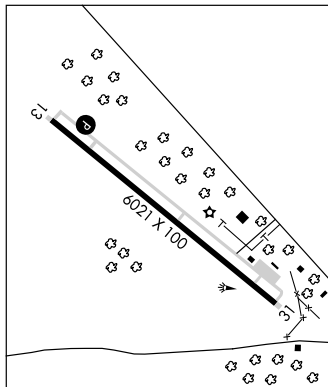
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 088° 23.5 NM to fld. 300/05W. HIWAS.

NDB (MHW) 309 EEX N32°39.99' W82°27.16' 133° 5.4 NM to fld.

ILS 109.35 I-SBO Rwy 13. LOC only.



SWINTON SMITH FLD AT REIDSVILLE MUNI

(See REIDSVILLE)

SYLVANIA N32°38.95' W81°35.66' NOTAM FILE MCN.

NDB(MHW) 245 JYL at Plantation Airpark.

CHARLOTTE

L-241

SYLVANIA

PLANTATION AIRPARK

(JYL) 7 S UTC-5(-4DT) N32°38.72' W81°35.83'

188 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5000X100 (ASPH) S-20 MIRL 0.4% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'. Trees. Rgt t/c.

RWY 23: PAPI(P2L)—GA 3.0° TCH 31'.

RWY 15-33: H3787X75 (ASPH)

RWY 15: Trees. Rgt t/c.

AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 05-23 sfc cracking. PAPI Rwy 05 and Rwy 23 opr continuously. MIRL Rwy 05-23 preset on low ints dusk-0600Z; to increase ints and ACTIVATE after 0600Z—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (912) 857-9000.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 332° 36.1 NM to fld. 9/6W.

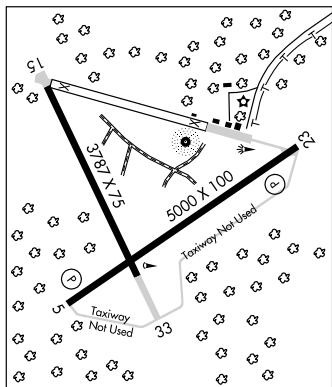
HIWAS.

SYLVANIA NDB(MHW) 245 JYL N32°38.95' W81°35.66' at fld. NOTAM FILE MCN.

CHARLOTTE

H-9B, 12G, L-241

IAP



NDB JYL	APP CRS	Rwy Idg	5000
<u>245</u>	<u>246°</u>	TDZE	188
		Apt Elev	188

NDB RWY 23

SYLVANIA/PLANTATION AIRPARK (JYL)

T Visibility reduction by helicopters NA.

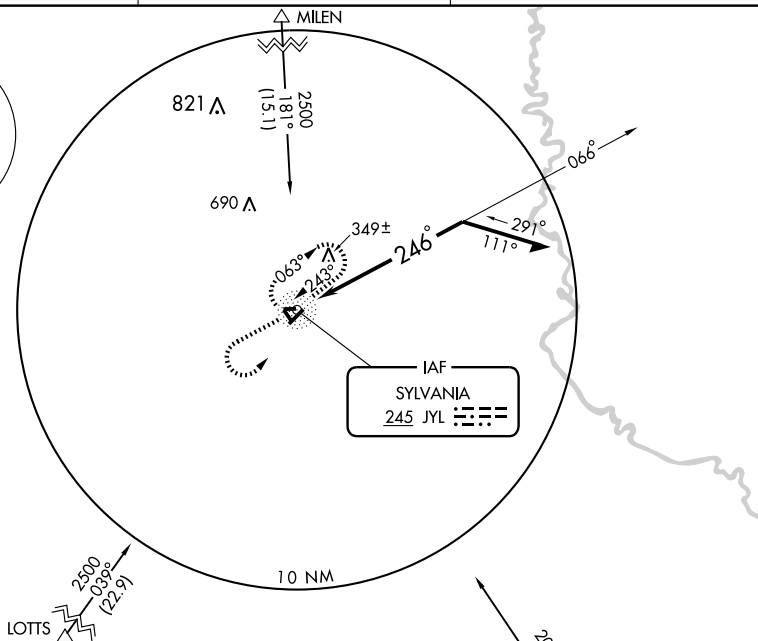
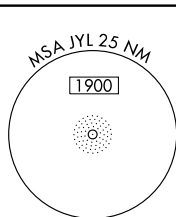
A If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.

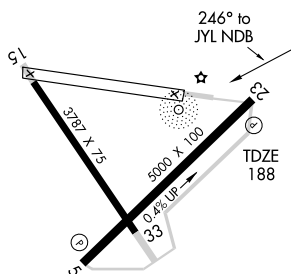
AWOS-3
118,875

JACKSONVILLE CENTER
132.5 363.2

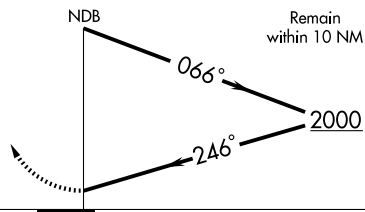
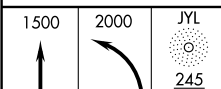
UNICOM
122.8 (CTAF) **L**



ELEV 188



SAVANNAH
115.95 SAV ::
Chan 106 (Y)

MIRL Rwy 5-23 **L**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	700-1	512 (600-1)	700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1	512 (600-1)	700-1½ 512 (600-1½)	740-2 552 (600-2)

SYLVANIA, GEORGIA
Amdt 2 08157

SYLVANIA/PLANTATION AIRPARK (JYL)

32°39'N - 81°36'W

NDB RWY 23

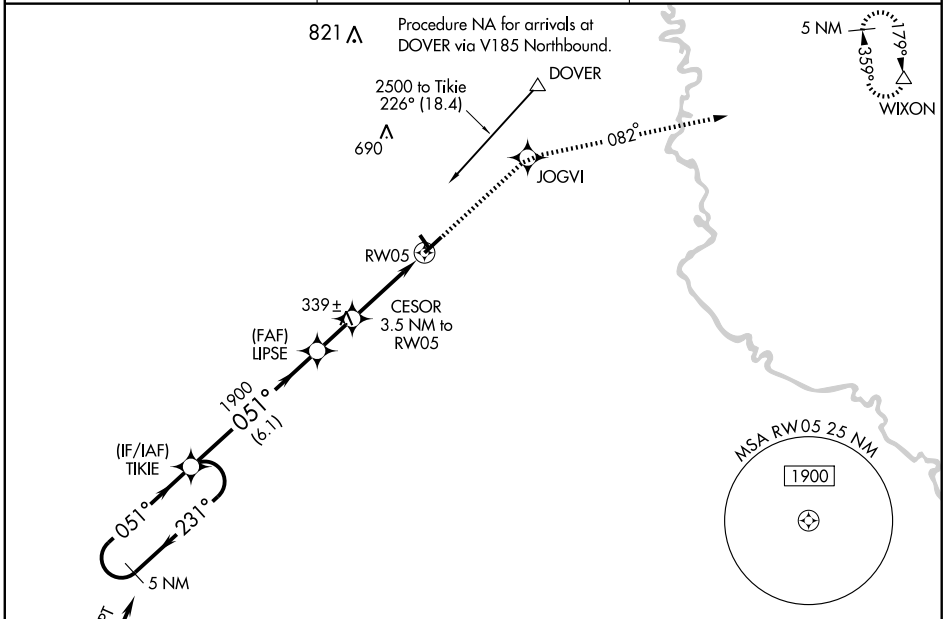
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 93605 W05A	APP CRS 051°	Rwy Idg TDZE 178 Apt Elev 188	5000
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RNAV (GPS) RWY 5 SYLVANIA/ PLANTATION AIRPARK (JYL)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.</p> <p>▲ If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.</p>		MISSED APPROACH: Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.
AWOS-3 118.875	JACKSONVILLE CENTER 132.5 363.2	UNICOM 122.8 (CTAF) 0



5 NM Holding Pattern

2500 ← 231°

GS 3.00° TCH 54

VGSI and RNAV glidepath not coincident.

TIKIE

LIPSE

CESOR 3.5 NM to RW05

RW05

*1340

6.1 NM

1.7 NM

3.5 NM

4000 JOGVI TRK 082° WIXON

*LNAV Only

CATEGORY	A	B	C	D
LPV DA		478-1	300 (300-1)	
LNAV/VNAV DA		499-1	321 (400-1)	
LNAV MDA		500-1	322 (400-1)	
CIRCLING	640-1	452 (500-1)	640-1½ 452 (500-1½)	740-2 552 (600-2)

ELEV 188

51

239± A

3787 X 75

5000 X 100

0.6% UP

33

TDZE 178

239±

051° to RW05

MIRL Rwy 5-23

WAAS CH 93799 W23A	APP CRS 232°	Rwy Idg TDZE 188 Apt Elev 188	5000
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RNAV (GPS) RWY 23

SYLVANIA/ PLANTATION AIRPARK (JYL)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- A** If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

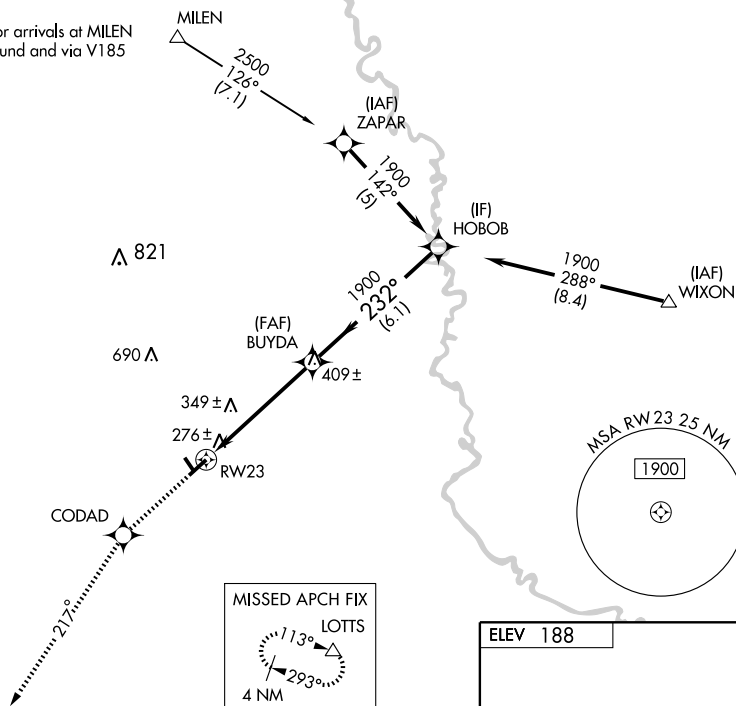
MISSED APPROACH: Climb to 3000 direct CODAD and via 217° track to LOTTS and hold.

AWOS-3
118.875

JACKSONVILLE CENTER
132.5 363.2

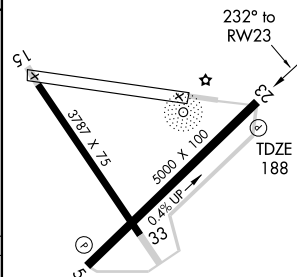
UNICOM
122.8 (CTAF) 1

Procedure NA for arrivals at MILEN via V70 Westbound and via V185 Northbound.



3000	CODAD	TRK 217°	LOTS	VGSI and RNAV glidepath not coincident.		Procedure Turn NA
				BUYDA	HOBBOB	
				232°	1900	
				RW23	1900	
				5.1 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	515-1		327 (400-1)			
LNAV/VNAV DA	559-1¼		371 (400-1¼)			
LNAV MDA	600-1 412 (500-1)		600-1¼ 412 (500-1¼)			
CIRCLING	640-1 452 (500-1)		640-1½ 452 (500-1½)		740-2 552 (600-2)	

ELEV 188



MIRL Rwy 5-23 1

SYLVESTER (SYV) 3 NW UTC-5(-4DT) N31°33.38' W83°53.65'

403 B NOTAM FILE MCN

RWY 01-19: H3293X75 (ASPH) S-26 MIRL

RWY 01: PAPI(P2L) Trees. RWY 19: PAPI(P2L) Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 125.75

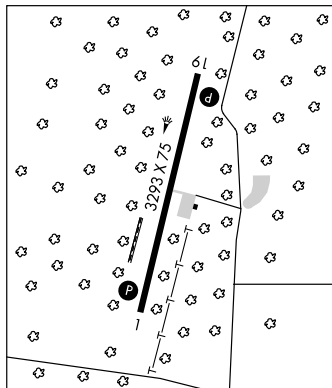
RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 108° 21.3 NM to fld. 280/02W. HIWAS.

JACKSONVILLE

L-18J



TELFAIR-WHEELER (See Mc RAE)

THOMASTON-UPSON CO (OPN) 5 NE UTC-5(-4DT) N32°57.30' W84°15.85'

798 B S4 FUEL 100LL, JET A1+ NOTAM FILE OPN Not insp.

RWY 12-30: H6350X100 (ASPH) S-20, D-50 MIRL

RWY 12: PAPI(P2L)—GA 3.0° TCH 27'. Thld dsplcd 648'. Trees.

RWY 30: MALSR. PAPI(P2L)—GA 3.0° TCH 27'. Thld dsplcd 699'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z±. For svc after hrs call 706-647-7143. Parachute Jumping. ACTIVATE MALSR Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF. MIRL Rwy 12-30 preset med ints dusk-0500Z±; after 0500Z± ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.975 (706) 646-4123

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z±)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z±)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 296° 35 NM to fld. 381/01E.

YATES NDB (MHW/LOM) 339 OP N32°55.14' W84°11.24' 302° 4.4 NM to fld.

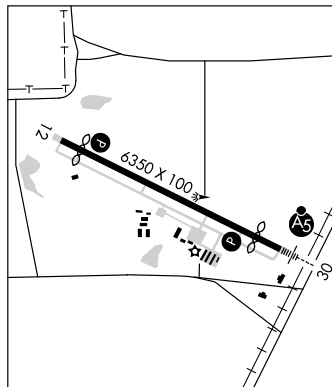
ILS/DME 109.75 I-OPN Chan 34(Y) Rwy 30. Class

IB. LOM YATES NDB.

ATLANTA

H-9A, 12F, L-18J

IAP



LOC/DME I-OPN
109.75
Chan **34 (Y)**

APP CRS
301°

Rwy Idg **5651**
TDZE **796**
Apt Elev **798**

ILS or LOC RWY 30
THOMASTON-UPSON COUNTY (OPN)

ADF REQUIRED. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

MALSR



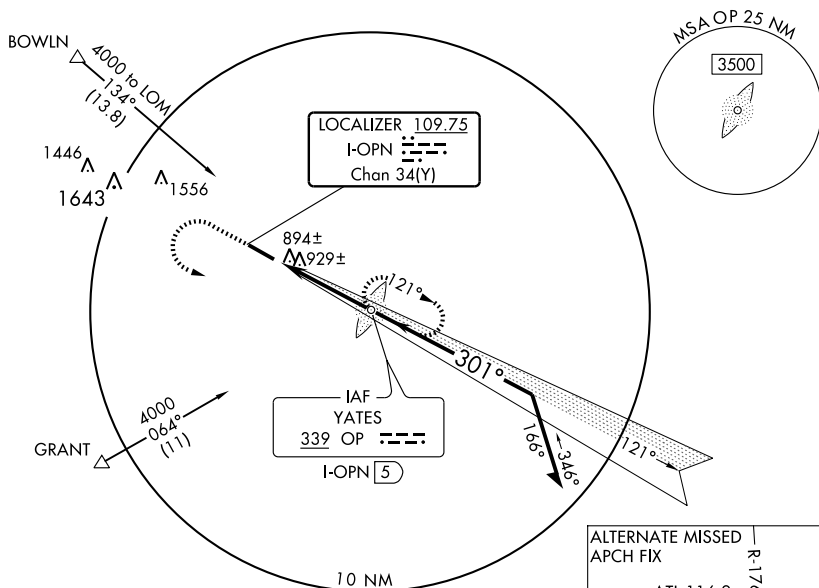
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

AWOS-3
133.975

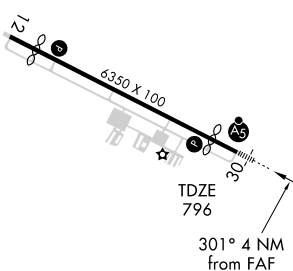
ATLANTA APP CON ★
124.2 279.6

GCO
121.725

UNICOM
122.8 (CTAF) 0



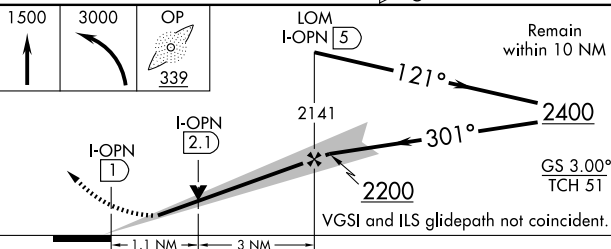
ELEV 798

ADF REQUIRED

MRL Rwy 12-30 0

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 30	996- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 30	1160- $\frac{1}{2}$ 364 (400- $\frac{1}{2}$)			1160- $\frac{3}{4}$ 364 (400- $\frac{3}{4}$)
CIRCLING	1260-1	462 (500-1)	1260-1 $\frac{1}{2}$ 462 (500-1 $\frac{1}{2}$)	1360-2 562 (600-2)

NDB OP
339

APP CRS
302°

Rwy Idg	5651
TDZE	796
Apt Elev	798

NDB RWY 30

THOMASTON-UPSON COUNTY (OPN)



When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 80 feet; increase S-30 Cats C, D visibility $\frac{1}{4}$ mile.



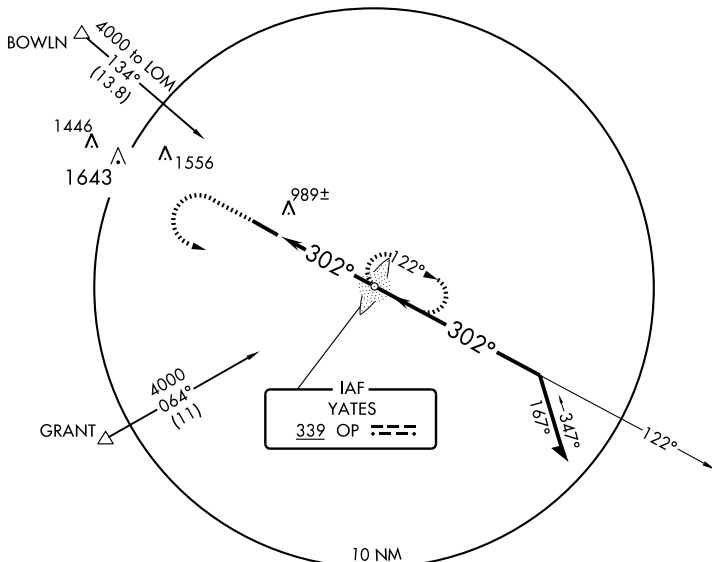
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

AWOS-3
133.975

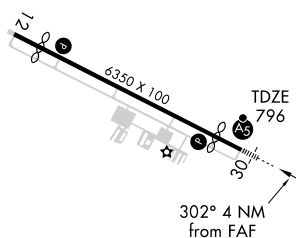
ATLANTA APP CON★
124.2 279.6

GCO
121.725

UNICOM
122.8 (CTAF) **L**



ELEV 798

MIRL Rwy 12-30 **L**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

Diagram illustrating a flight path for a Circling Approach (OP) to a runway. The path starts at 1500 ft, turns right to 3000 ft, then right again to a 3.20° TCH 40° descent. The path is 4 NM long. The final altitude is 2200 ft. The diagram shows a 122° turn to a 2400 ft altitude and a 302° turn to a 2200 ft altitude. The text "Remain within 10 NM" is shown. The text "VGSI and descent angles not coincident." is shown. The diagram is labeled "LOM" and "339".

CATEGORY	A	B	C	D
S-30	1300-3/4	504 (600-3/4)	1300-1 504 (600-1)	1300-1 1/4 504 (600-1 1/4)
CIRCLING	1300-1	502 (600-1)	1300-1 1/2 502 (600-1 1/2)	1360-2 562 (600-2)

THOMASTON, GEORGIA

Amdt 2 22OCT09

THOMASTON-UPSON COUNTY (OPN)

32° 57'N - 84° 16'W

NDB RWY 30

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 63115 W12A	APP CRS 121°	Rwy Idg TDZE 791 Apt Elev 798
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RNAV (GPS) RWY 12

THOMASTON-UPSON COUNTY (OPN)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

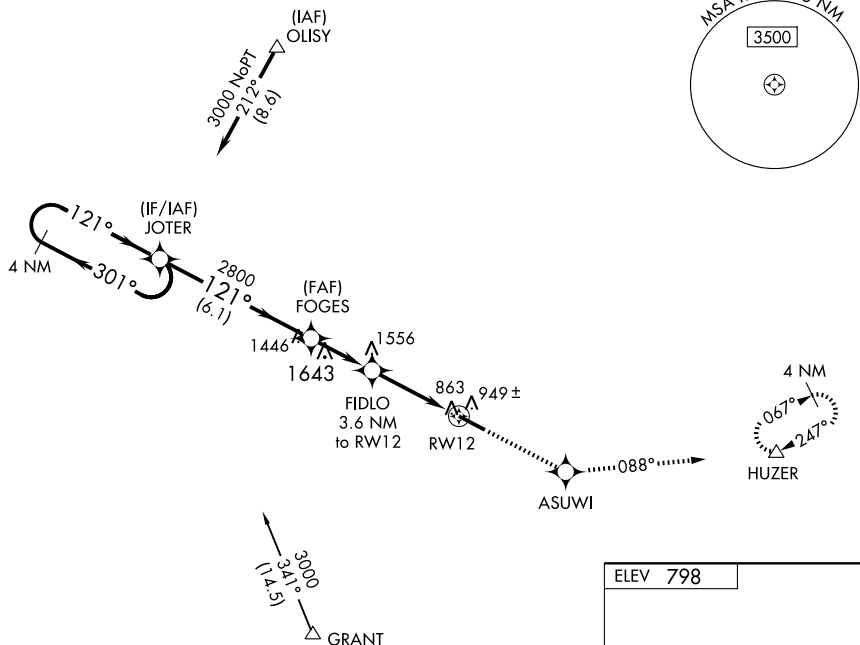
MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

AWOS-3
133.975

ATLANTA APP CON ★
124.2 279.6

GCO
121.725

UNICOM
122.8 (CTAF) 0



VGSI and RNAV glidepath not coincident.

4 NM
Holding Pattern

JOTER

3000
GS 3.00°
TCH 50

301°

121°

FOGES

121°

FIDLO
3.6 NM
to RWY 12

*1980

*LNAV Only

RWY 12

2800

6.1 NM

2.5 NM

3.6 NM

CATEGORY

A

B

C

D

LPV DA

1063-1

272 (300-1)

LNAV MDA

1200-1

409 (500-1)

1200-1¼

409 (500-1¼)

CIRCLING

1300-1

502 (600-1)

1300-1½

562 (600-2)

ELEV 798

121° to
RWY 12

TDZE
791

6350 X 100

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

301°

WAAS CH 58215 W30A	APP CRS 301°	Rwy Idg TDZE 796 Apt Elev 798	5651 796 798
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RNAV (GPS) RWY 30

THOMASTON-UPSON COUNTY (OPN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, when using Peachtree City-Falcon Field altimeter setting; increase LPV visibility ½ mile all Cats.

MALSR



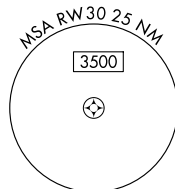
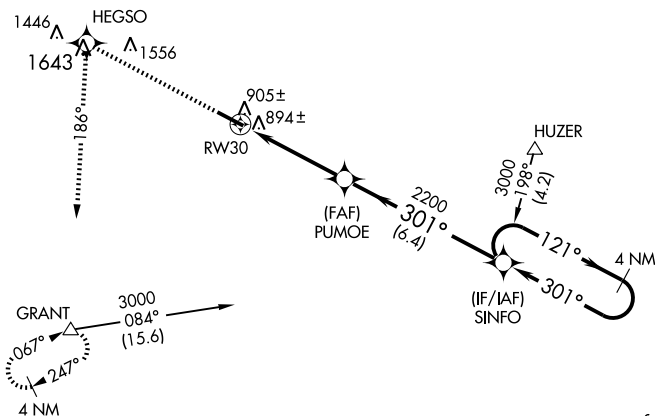
MISSED APPROACH: Climb to 3000 direct HEGSO and climbing left turn via track 186° to GRANT and hold.

AWOS-3
133.975

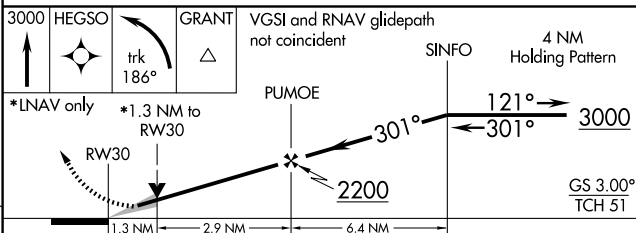
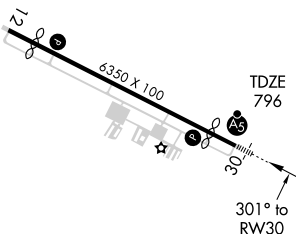
ATLANTA APP CON ★
124.2 279.6

GCO
121.725

UNICOM
122.8 (CTAF) **0**



ELEV 798



CATEGORY	A	B	C	D
LPV DA	996-½		200 (200-½)	
LNAV/VNAV DA	1191-¾		395 (400-¾)	
LNAV MDA	1240-½	444 (500-½)	1240-¾	1240-1
			444 (500-¾)	444 (500-1)
CIRCLING	1300-1	502 (600-1)	1300-1½	1360-2
			502 (600-1½)	562 (600-2)

MIRL Rwy 12-30 **0**

THOMASVILLE RGNL (TVI) 6 NE UTC-5(-4DT) N30°54.11' W83°52.87'

264 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H5496X100 (ASPH) S-30 MIRL

RWY 04: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 22: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5000X100 (ASPH) S-20 LIRL 0.3% up NW

RWY 14: Trees.

RWY 32: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Glider activity on and in vof arpt. MIRL Rwy 04-22 preset low ints, to increase ints and ACTIVATE MALS F—CTAF.

ACTIVATE PAPI Rwy 04 and Rwy 22 during daylight hours—CTAF, after dusk PAPI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.175 (229) 225-4336.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.55 (MACON RADIO)

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and hol 1400-2200Z†)

Ⓡ JAX CENTER APP/DEP CON 135.325 (Mon-Thu 0700-1200Z†, Fri 0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

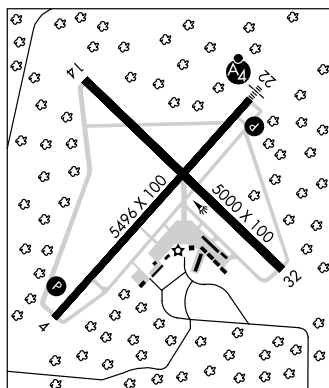
MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 202° 11.5 NM to fld. 290/02W.

PATTEN NDB (MHW) 245 GTP N30°57.45' W83°49.60' 222° 4.4 NM to fld.

Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

ILS/DME 110.1 I-TVI Chan 38 Rwy 22. Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

GS unusable blo 600'.



THOMSON-McDUFFIE CO (HQU) 4 N UTC-5(-4DT) N33°31.78' W82°31.02'

501 B S8 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5503X100 (ASPH) S-30, D-50, 2D-87 HIRL 0.9% up E

RWY 10: PAPI(P2L)—GA 3.0° TCH 52'. Thld dsplcd 295'. Treeline.

RWY 28: PAPI(P2L)—GA 3.0° TCH 28'. Thld dsplcd 200'. Trees.

AIRPORT REMARKS: Attended 1230-2230Z†. Deer on rwy at ngt.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (706) 597-9801.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

GCO 121.725 (FLIGHT SERVICES)

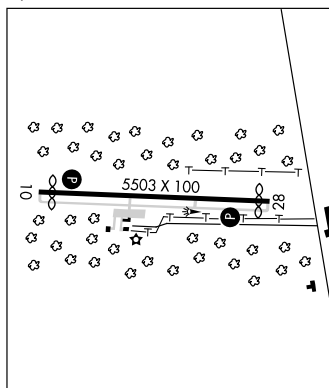
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 243° 20.7 NM to fld. 428/04W.

CEDAR NDB (MHW/LOM) 341 AA N33°32.00' W82°36.86' 096° 4.9 NM to fld. NOTAM FILE MCN.

NDB unusable byd 15 NM.

ILS 110.75 I-AAQ Rwy 10. LOM CEDAR NDB.



TIFT MYERS N31°25.72' W83°29.33' NOTAM FILE MCN.

(T) VORW 112.5 IFM at Henry Tift Myers. VOR portion unusable 301°-324°.

RCO 122.35 (MACON RADIO)

TIFT O N31°21.80' W83°26.64' NOTAM FILE MCN.

NDB (MHW/LOM) 409 TM 333° 4.5 NM to Henry Tift Myers.

JACKSONVILLE

H-9B, 12F, L-21D, 22J
IAP

ATLANTA

H-9B, 12G, L-24I
IAP

JACKSONVILLE

L-18J, 22J

JACKSONVILLE

L-18J, 22J

LOC/DME I-TVI 110.1 Chan 38	APP CRS 222°	Rwy Idg TDZE Apt Elev	5496 242 264
---	------------------------	-----------------------------	---

ILS or LOC RWY 22

THOMASVILLE RGNL (TVI)

ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet and increase all MDA 100 feet, increase S-ILS 22 all Cats visibility ¼ mile, S-LOC 22 Cat C ½ mile and Cat D ¼ mile. VDP NA when using Valdosta altimeter setting. Inoperative table does not apply when using Valdosta altimeter setting to S-LOC 22 Cat C.

MALSF



MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3

119.175

VALDOSTA APP CON★

126.6 285.6

UNICOM

123.075 (CTAF) 0

Λ 1549

HARKE △

LOCALIZER **110.1**
I-TVI
Chan 38

Λ 508

IAF
PATTEN
245 GTP
I-TVI **4.9**

VALDOSTA
114.8 OTK
Chan 95

2000
293°
(30.2)

ALTERNATE
MISSED APCH FIX
VALDOSTA
114.8 OTK
Chan 95

← R-270—090° →

ADF REQUIRED

ELEV 264

222° 4 NM from FAF

TDZE 242

5496 X 100

5000 X 100

0.3% UP

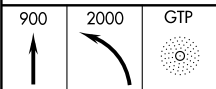
REIL Rwy 22

LIRL Rwy 14-32

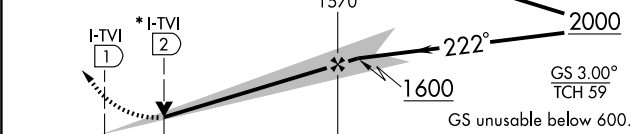
MIRL Rwy 4-22

FAF to MAP 4 NM

Knots	60	80	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



* LOC only



CATEGORY	A	B	C	D
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	620-¾ 378 (400-¾)			620-1¼ 378 (400-1¼)
CIRCLING	660-1 396 (400-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

THOMASVILLE, GEORGIA

Orig-A 23SEP10

30° 54'N-83° 53'W

THOMASVILLE RGNL (TVI)

ILS or LOC RWY 22

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB GTP	APP CRS	Rwy Idg	5496
<u>245</u>	222°	TDZE	242
		Apt Elev	264

NDB RWY 22
THOMASVILLE RGNL (TVI)

T Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility $\frac{1}{4}$ mile, Circling Cat. D visibility $\frac{1}{4}$ mile.

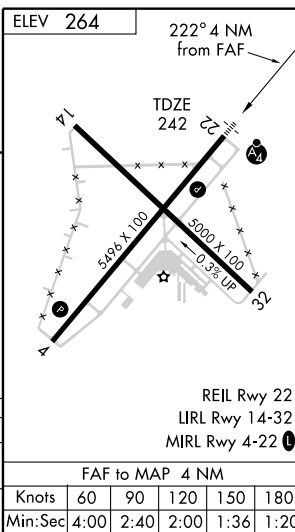
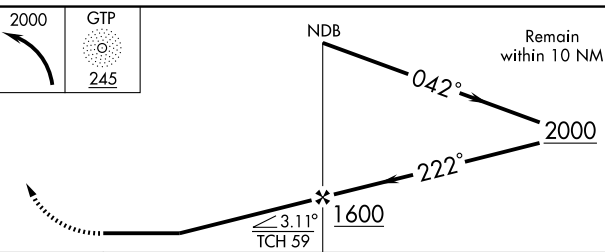
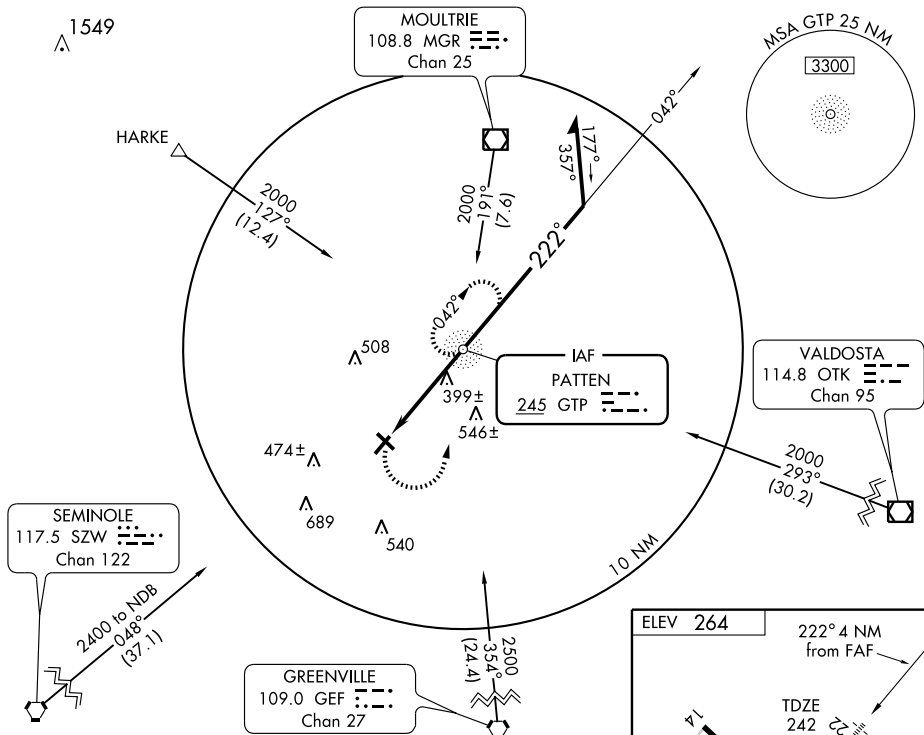
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

AWOS-3
119.175

VALDOSTA APP CON ★
126.6 285.6

UNICOM
123.075 (CTAF) **L**



CATEGORY	A	B	C	D
S-22	700- ³ / ₄ 458 (500- ³ / ₄)		700-1 ¹ / ₄ 458 (500-1 ¹ / ₄)	700-1 ¹ / ₂ 458 (500-1 ¹ / ₂)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1 ¹ / ₂ 456 (500-1 ¹ / ₂)	840-2 576 (600-2)

THOMASVILLE, GEORGIA
Amdt 5 10266

30°54'N-83°53'W

THOMASVILLE RGNL (TVI)
NDB RWY 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69604 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	5496 242 264
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RNAV (GPS) RWY 22

THOMASVILLE RGNL (TVI)

▼ Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.
▲ NA If local altimeter not received, use Valdosta Rgnl altimeter setting and
increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using
Valdosta Rgnl altimeter setting.

MALSF



MISSED APPROACH: Climb
to 2000 direct ROYOP and
via 154° track to GEF
VORTAC and hold.

AWOS-3
119.175

VALDOSTA APP CON★
126.6 285.6

UNICOM
123.075 (CTAF) 0

▲ 1549

Procedure NA for arrivals at SALER
via V35-159 Northwest bound.

SALER
2500
124°
(22.6)

(IAF)
GIVLE

2500
132°
(5)

(IF)
WEVOB

2500
312°
(5)

(IAF)
VAYDU

(FAF)
JEXER

1600
222°
(6.4)

508 **▲**

RW22

474± **▲**

689 **▲**

ROYOP

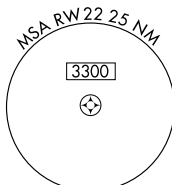
154°

▲ 540

399± **▲**

355± **▲**

546± **▲**

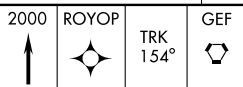


2500
304°
(23.7)

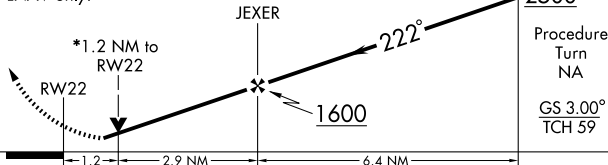
VALDOSTA
OTK

Procedure NA for arrivals at OTK
VOR/DME via V579 Southbound.

MISSED APCH FIX

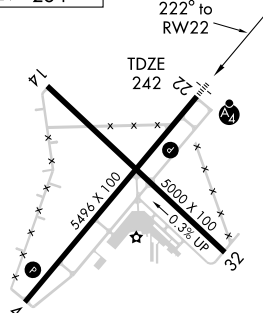


*LNAV only.



CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/ VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

ELEV 264



REIL Rwy 22
IURL Rwy 14-32
MIRL Rwy 4-22 **0**

THOMASVILLE RGNL (TVI) 6 NE UTC-5(-4DT) N30°54.11' W83°52.87'

264 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H5496X100 (ASPH) S-30 MIRL

RWY 04: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 22: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5000X100 (ASPH) S-20 LIRL 0.3% up NW

RWY 14: Trees.

RWY 32: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Glider activity on and in vof arpt. MIRL Rwy 04-22 preset low ints, to increase ints and ACTIVATE MALS F—CTAF.

ACTIVATE PAPI Rwy 04 and Rwy 22 during daylight hours—CTAF, after dusk PAPI Rwy 04 and Rwy 22 op continuously.

WEATHER DATA SOURCES: AWOS-3 119.175 (229) 225-4336.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.55 (MACON RADIO)

Ⓡ **VALDOSTA APP/DEP CON** 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and hol 1400-2200Z†)

Ⓡ **JAX CENTER APP/DEP CON** 135.325 (Mon-Thu 0700-1200Z†, Fri 0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

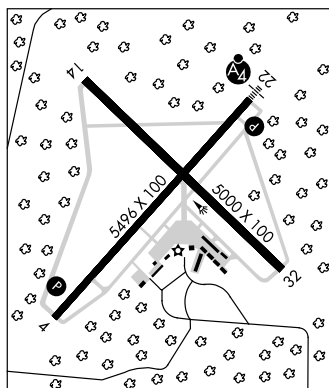
MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 202° 11.5 NM to fld. 290/02W.

PATTEN NDB (MHW) 245 GTP N30°57.45' W83°49.60' 222° 4.4 NM to fld.

Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

ILS/DME 110.1 I-TVI Chan 38 Rwy 22. Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

GS unusable blo 600'.



THOMSON-McDUFFIE CO (HQU) 4 N UTC-5(-4DT) N33°31.78' W82°31.02'

501 B S8 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5503X100 (ASPH) S-30, D-50, 2D-87 HIRL 0.9% up E

RWY 10: PAPI(P2L)—GA 3.0° TCH 52'. Thld dsplcd 295'. Treeline.

RWY 28: PAPI(P2L)—GA 3.0° TCH 28'. Thld dsplcd 200'. Trees.

AIRPORT REMARKS: Attended 1230-2230Z†. Deer on rwy at ngt.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (706) 597-9801.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **AUGUSTA APP/DEP CON** 126.8 (1145-0400Z†)

Ⓡ **ATLANTA CENTER APP/DEP CON** 128.1 (0400-1145Z†)

GC0 121.725 (FLIGHT SERVICES)

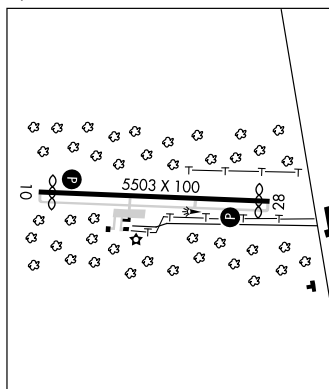
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 243° 20.7 NM to fld. 428/04W.

CEDAR NDB (MHW/LOM) 341 AA N33°32.00' W82°36.86' 096° 4.9 NM to fld. NOTAM FILE MCN.

NDB unusable byd 15 NM.

ILS 110.75 I-AAQ Rwy 10. LOM CEDAR NDB.



TIFT MYERS N31°25.72' W83°29.33' NOTAM FILE MCN.

(T) **VORW** 112.5 IFM at Henry Tift Myers. VOR portion unusable 301°-324°.

RCO 122.35 (MACON RADIO)

TIFT0 N31°21.80' W83°26.64' NOTAM FILE MCN.

NDB (MHW/LOM) 409 TM 333° 4.5 NM to Henry Tift Myers.

JACKSONVILLE

H-9B, 12F, L-21D, 22J

IAP

ATLANTA

H-9B, 12G, L-24I

IAP

JACKSONVILLE

L-18J, 22J

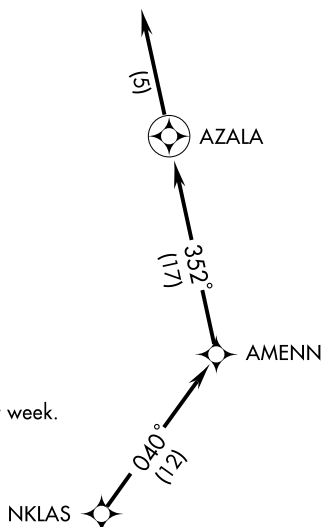
JACKSONVILLE

L-18J, 22J

AZALA TWO DEPARTURE (RNAV)

THOMSON-McDUFFIE COUNTY (HQU)
THOMSON, GEORGIAAUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

NOTE: RNAV 1.
 NOTE: RADAR Required.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: Do not exceed 230 KIAS until advised by ATC.
 NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

AUGUSTA DEP CON *

126.8 270.3

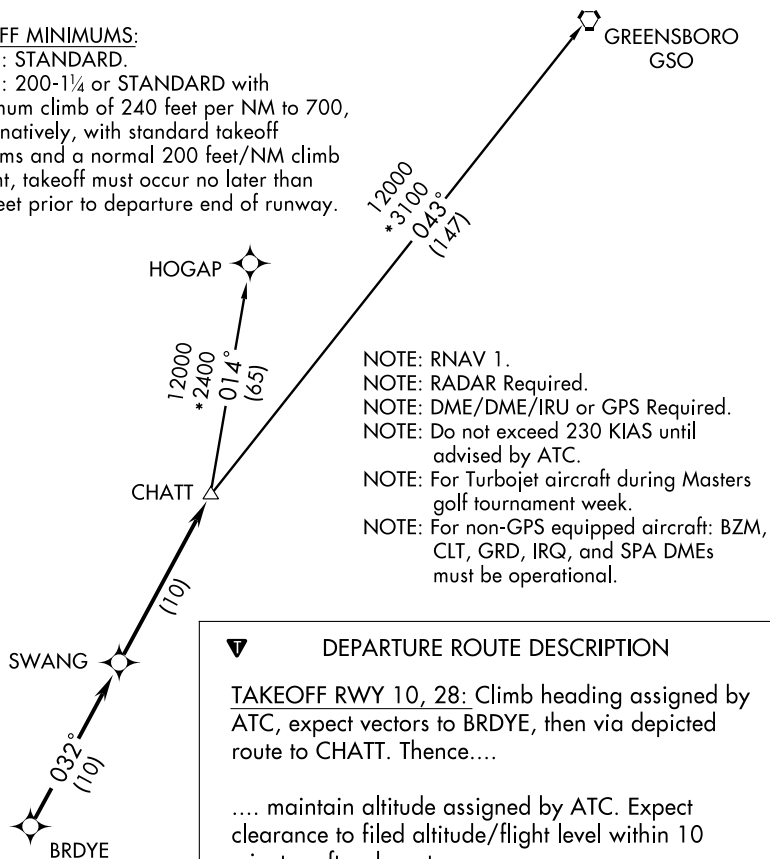
CTAF

122.8

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.


GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

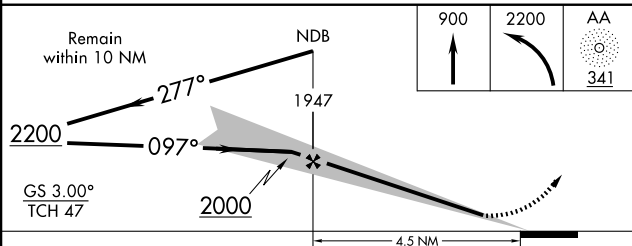
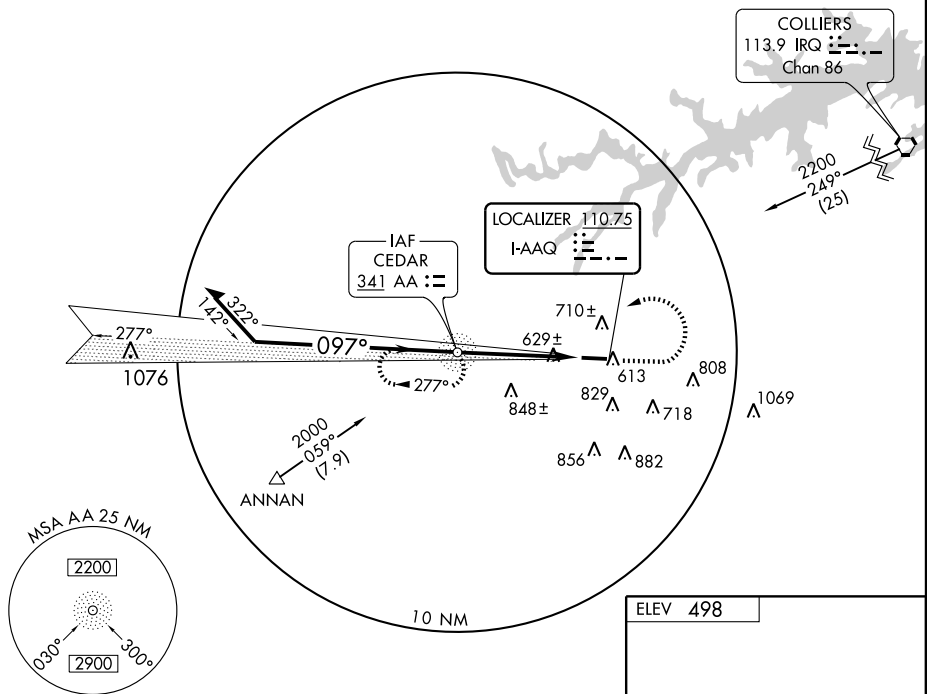
TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

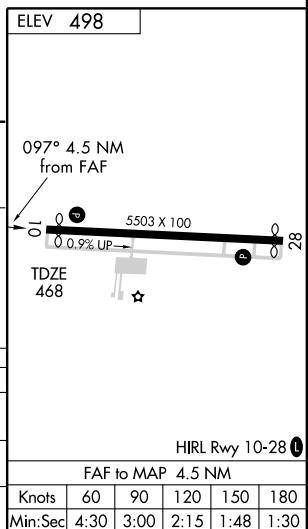
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

NOTE: Chart not to scale

 NA		ADF REQUIRED		MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.	
AWOS-3 120.625		AUGUSTA APP CON ★ 126.8 270.3		UNICOM 122.8 (CTAF) ①	
				GCO 121.725	



CATEGORY	A	B	C	D
S-ILS 10	768-1 300 (300-1)			NA
S-LOC 10	880-1 412 (400-1)		880-1½ 412 (400-1½)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

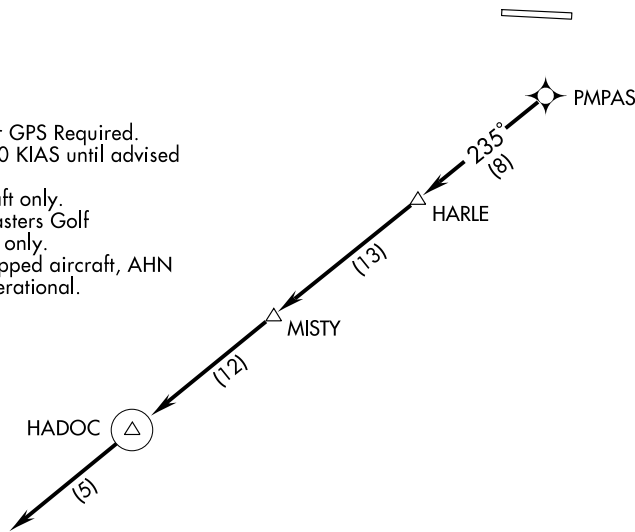


SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

- NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:

- Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.
Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.
Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

NDB AA
341

APP CRS
096°

Rwy Idg	5208
TDZE	468
Apt Elev	498

NDB RWY 10

THOMSON-McDUFFIE COUNTY (HQU)



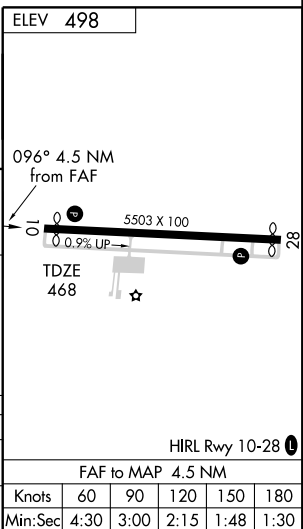
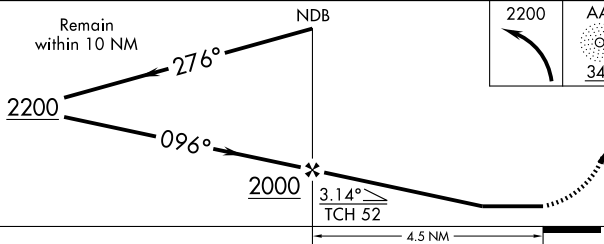
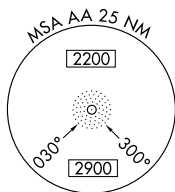
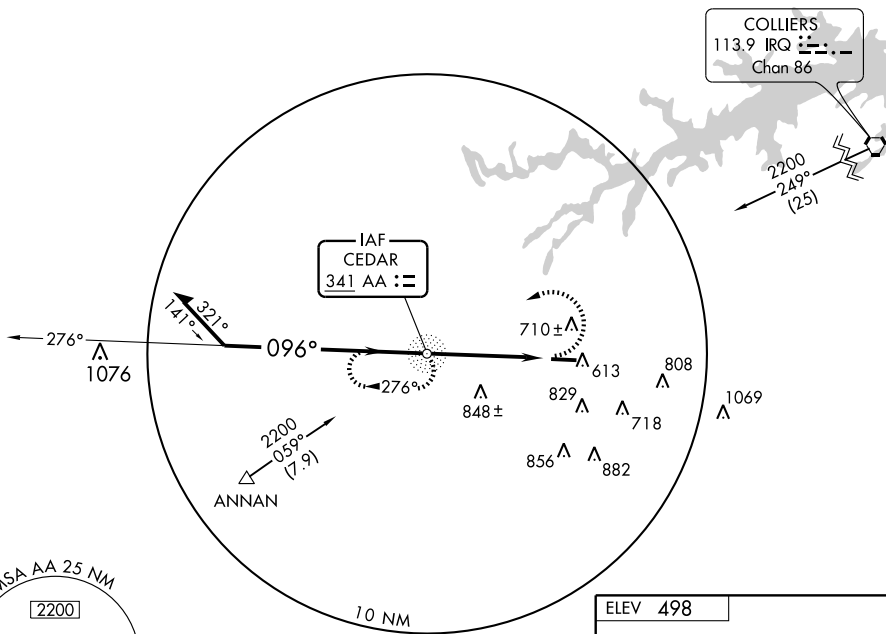
MISSED APPROACH: Climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3
120.625

AUGUSTA APP CON ★
126.8 270.3

UNICOM
122.8 (CTAF) **L**

GCO
121.725



THOMSON, GEORGIA
Orig-A 09183

33° 32'N-82° 31'W

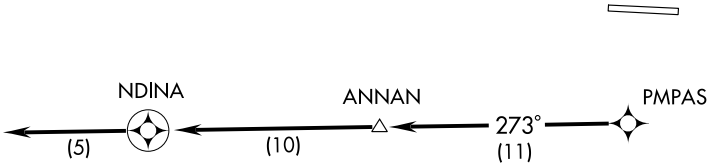
THOMSON-McDUFFIE COUNTY (HQU)

NDB RWY 10

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON★
 126.8 270.3
 CTAF
 122.8



- NOTE: RNAV 1.
 NOTE: RADAR Required.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: Do not exceed 230 KIAS until advised by ATC.
 NOTE: For Prop aircraft during Masters golf tournament week.
 NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

TAKEOFF MINIMUMS:

- Rwy 10: STANDARD.
 Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....
 maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy10:** Numerous trees beginning abeam DER, 31’ left of centerline, up to 100’ AGL/599’ MSL. Building 934’ from DER, 19’ left of centerline, 50’ AGL/549’ MSL. Numerous trees beginning 377’ from DER, 94’ right of centerline, up to 100’ AGL/599’ MSL.
Rwy 28: Tree 5,715’ from DER, 553’ left of centerline, 100’ AGL/619’MSL. Numerous trees beginning 32’ from DER, 216’ right of centerline, up to 100’ AGL/579’ MSL. Numerous trees beginning 8’ from DER, 53’ left of centerline, up to 100’ AGL/629’ MSL.

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

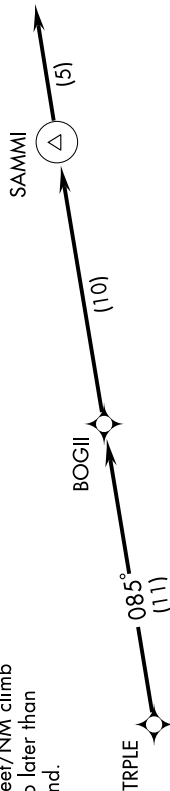


TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 10, 28: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

VORTAC IRQ 113.9 Chan 86	APP CRS 243°	Rwy Idg TDZE Apt Elev	N/A N/A 498
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VOR/DME or GPS-A

THOMSON-McDUFFIE COUNTY (HQU)



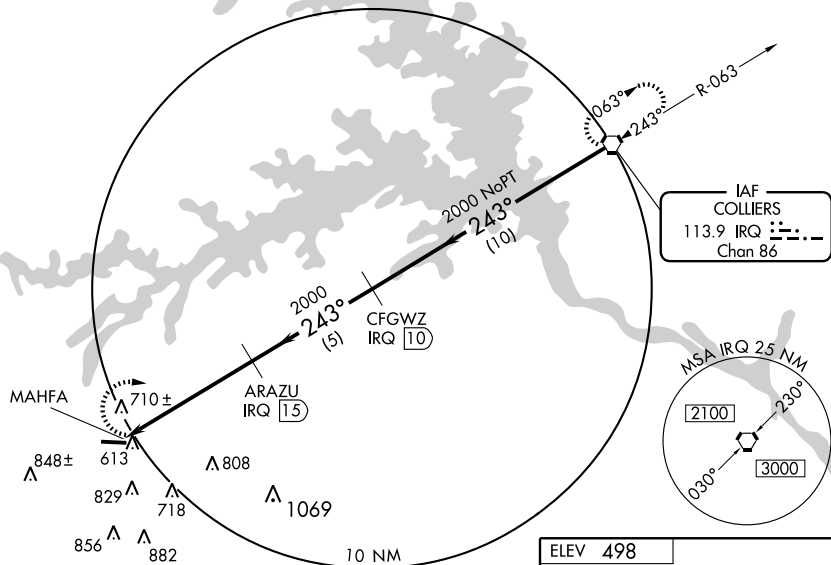
MISSED APPROACH: Climbing right turn to 2000 direct IRQ VORTAC and hold.

AWOS-3
120.625

AUGUSTA APP CON ★
126.8 270.3

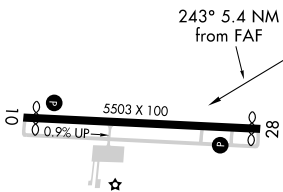
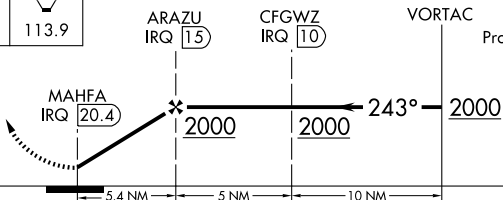
UNICOM
122.8 (CTAF) **0**

GCO
121.725



ELEV 498

2000
IRQ
113.9



CATEGORY	A	B	C	D
CIRCLING	1080-1 582 (600-1)	1080-1¼ 582 (600-1¼)	1080-1½ 582 (600-1½)	NA

HIRL Rwy 10-28 **0**

TIFTON

HENRY TIFT MYERS (TMA) 2 UTC-5(-4DT) N31°25.74' W83°29.31'

355 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 15-33: H5504X100 (ASPH) S-42, D-60, 2D-106 HIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: MALSR. PAPI(P2L). Trees.

RWY 10-28: H3805X75 (ASPH) S-30, D-45, 2D-75 0.3% up W

RWY 10: Trees.

RWY 28: Trees.

AIRPORT REMARKS: Attended 1200-2200Z. After hrs svc:

229-382-2545. Parachute Jumping. ACTIVATE HIRL Rwy 15-33,

PAPI Rwy 15 and Rwy 33 and MALSR Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (229) 387-7291.

COMMUNICATIONS: CTAF/UNICOM 122.7.

TIFT MYERS RCO 122.35 (MACON RADIO)

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

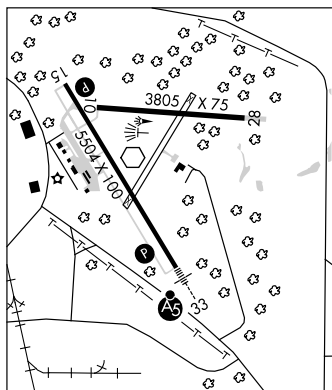
W84°17.59' 110° 43.5 NM to fld. 280/02W. HIWAS.

TIFT MYERS (T) VORW 112.5 IFM N31°25.72' W83°29.33'

at fld. NOTAM FILE MCN.

TIFTO NDB(MHW/LOM) 409 TM N31°21.80' W83°26.64' 333° 4.5 NM to fld. NOTAM FILE MCN.

ILS/DME 109.7 I-TMA Chan 34 Rwy 33. LOM TIFTO NDB. ILS/DME unusable byd 17° left of course.



TOCCOA RG LETOURNEAU FLD (TOC) 2 NE UTC-5(-4DT) N34°35.57' W83°17.78'

996 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 02-20: H5008X100 (ASPH) S-30 MIRL 0.5% up SW

RWY 02: PAPI(P2L)—GA 3.25° TCH 32'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

RWY 09-27: H2951X50 (ASPH) S-20 0.8% up W

RWY 09: Treeline.

RWY 27: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1700-2300Z. MIRL Rwy 02-20 opr dusk-0300Z, after 0300Z

ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20, PAPI Rwy

02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (706) 297-7473.

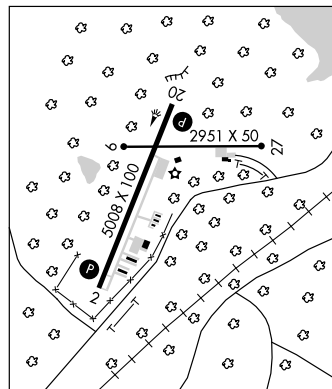
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 179° 6.2 NM to fld. 1700/00E.



TOM B. DAVID FLD (See CALHOUN)

TREUTLEN (See SOPERTON)

TURNER CO (See ASHBURN)

JACKSONVILLE

H-9B, 12F, L-18J, 22J

IAP

ATLANTA

H-9B, 12G, L-25B

IAP

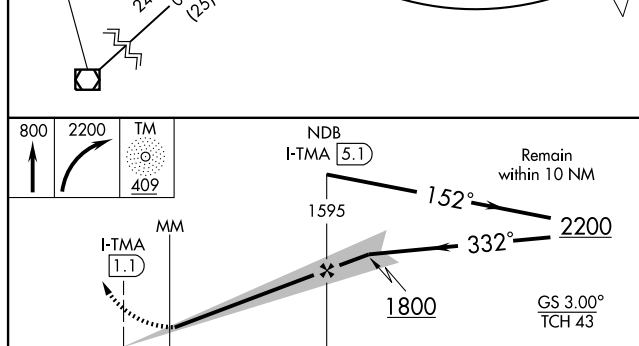
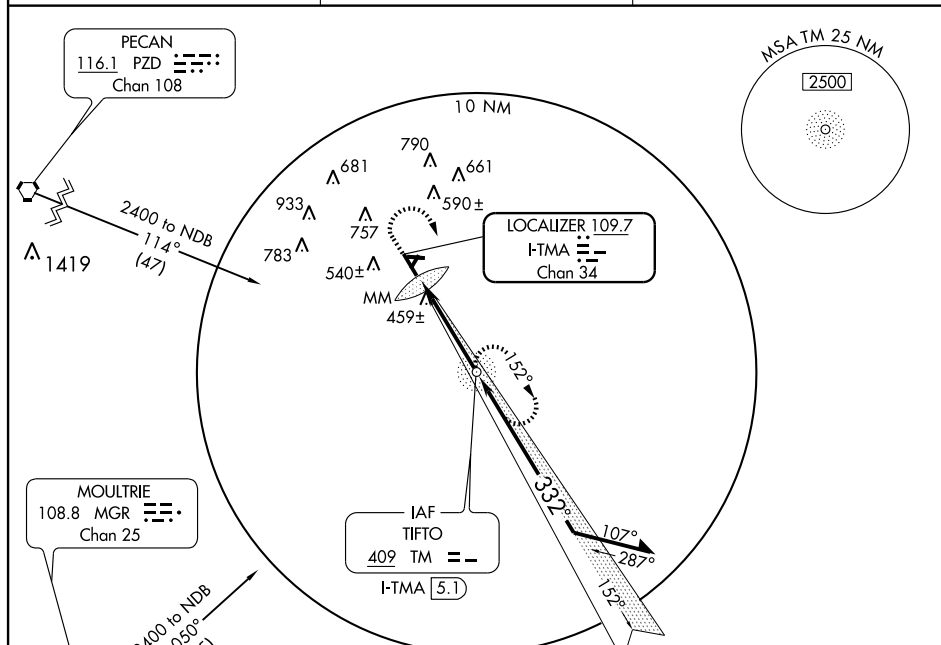
LOC/DME I-TMA 109.7 Chan 34	APP CRS 332°	Rwy Idg TDZE Apt Elev	5504 354 355
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ILS RWY 33

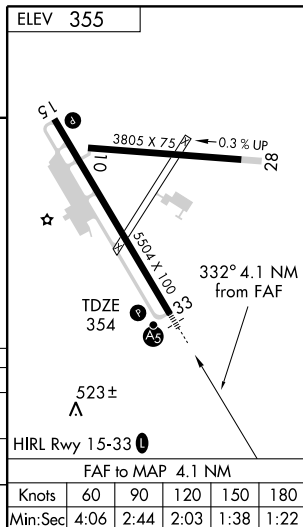
TIFTON/HENRY TIFT MYERS (TMA)

NA	MALS	MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.
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AWOS-3 118.525	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 33	554-1/2 200 (200-1/2)			
S-LOC 33	720-1/2 366 (400-1/2)		720-3/4 366 (400-3/4)	
CIRCLING	900-1 545 (600-1)		920-1 1/2 565 (600-1 1/2)	
			1060-2 705 (800-2)	



ILS RWY 33

NDB TM 409	APP CRS 331°	Rwy Idg TDZE Apt Elev	5504 354 355
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NDB RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase all MDA 80 feet and increase S-33 Cat C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile. Circling NA at night to Rwy 10/15/28.

MALSR

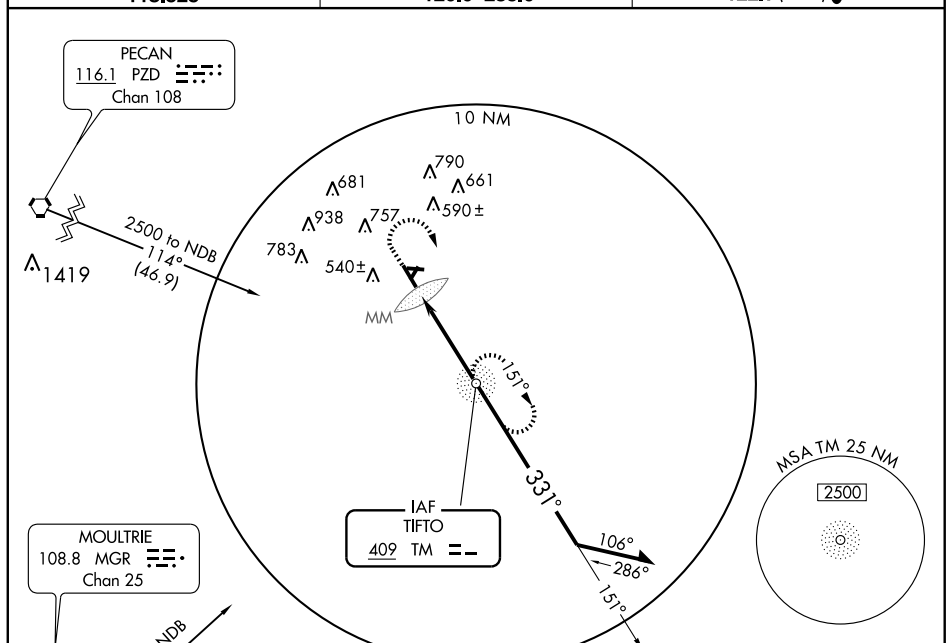


MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct to TIFTO NDB and hold.

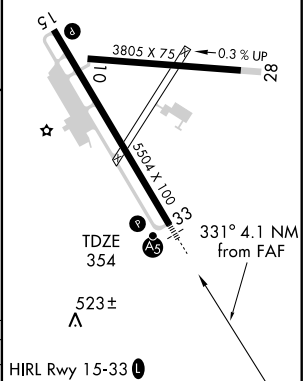
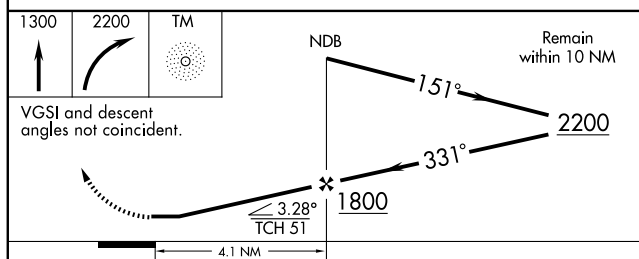
AWOS-3
118.525

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.7 (CTAF) 0



ELEV 355



CATEGORY	A	B	C	D
S-33	880-¾ 526 (600-¾)		880-1 526 (600-1)	880-1½ 526 (600-1½)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

TIFTON, GEORGIA

Amdt 1 23SEP10

31° 26' N-83° 29' W

TIFTON/HENRY TIFT MYERS (TMA)

NDB RWY 33

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **277°**
 Rwy ldg **3805**
 TDZE **350**
 Apt Elev **355**

RNAV (GPS) RWY 28

TIFTON/HENRY TIFT MYERS (TMA)

▼
▲ NA
 Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie altimeter setting and increase all MDA 80 feet and LNAV Cats C and D and circling Cats C and D visibility ¼ mile. Circling NA at night to Rwy 10/15/28.

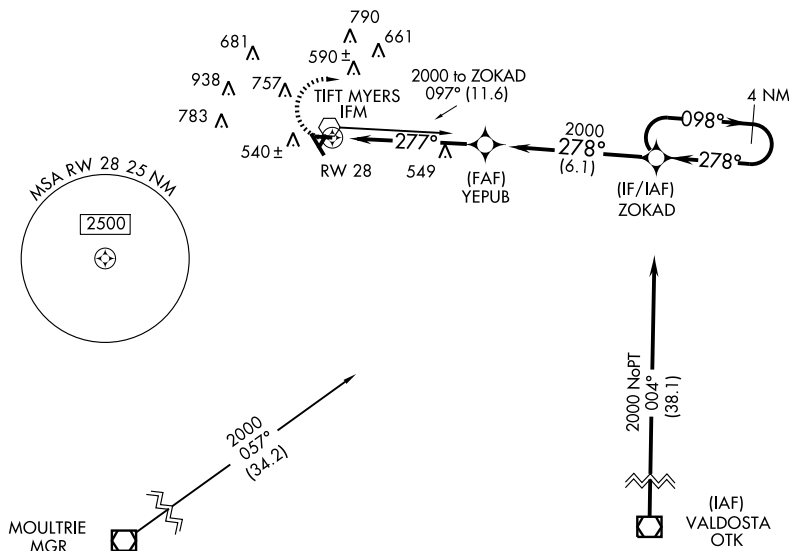
MISSED APPROACH: Climbing right turn to 2000 direct ZOKAD and hold.

AWOS-3
118.525

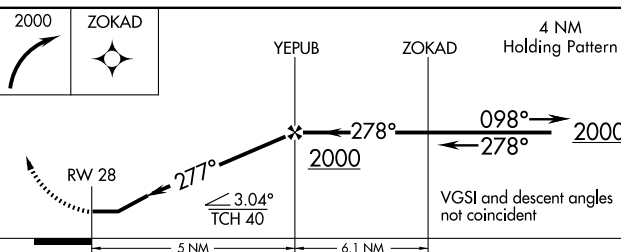
VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.7 (CTAF) ①

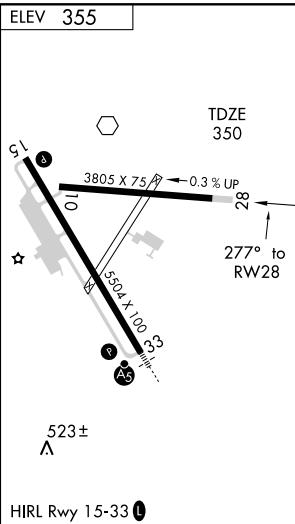
Procedure NA for arrivals at IFM VOR on V578 Westbound.



Procedure NA for arrivals at MGR VOR/DME on V537 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	800-1 450 (500-1)		800-1¼ 450 (500-1¼)	800-1½ 450 (500-1½)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)



WAAS CH 61118 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	5504 354 355
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RNAV (GPS) RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

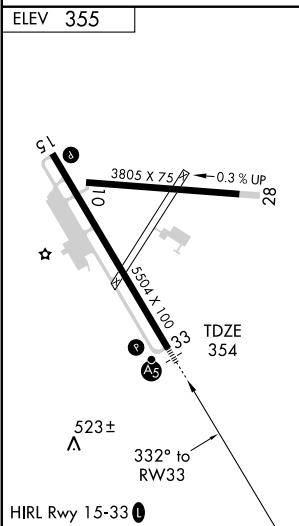
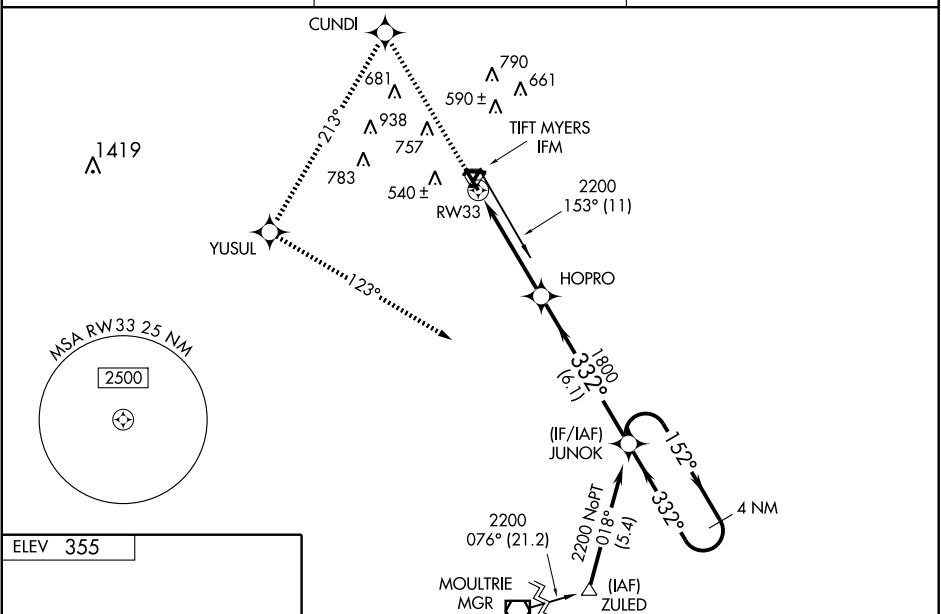
T Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME NA RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase LPV and LNAV/VNAV DA 69 feet and all MDA 80 feet and increase LNAV/VNAV visibility all Cats ¼ mile and LNAV Cats C and D visibility ¼ mile, Circling Cats C and D ¼ mile. For inoperative MALSR increase LNAV Cat A and B visibility ¼ mile. For inoperative MALSR when using Moultrie Muni altimeter setting, increase LPV visibility all Cats ½ mile and LNAV visibility Cats A and B ¼ mile. Circling NA at night to Rwy 10/15/28.

MALSR



MISSED APPROACH:
Climb to 2200 direct
CUNDI and left turn
on track 213° to
YUSUL and on track
123° to JUNOK
and hold.

AWOS-3 118.525	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 122.7 (CTAF) 0
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2200 ↑	CUNDI ↖ tr 213°	YUSUL ⬠	tr 123°	JUNOK ⬠	*LNAV only	4 NM Holding Pattern
<p>VGSI and RNAV glidepath not coincident.</p>					<p>152° → 2200</p> <p>← 332°</p> <p>332°</p> <p>1800</p> <p>GS 3.00°</p> <p>TCH 43</p>	
CATEGORY	A		B		C	D
LPV DA			604-3 ⁴ / ₄		250 (300-3 ⁴ / ₄)	
LNAV/ VNAV DA			823-1 ¹ / ₄		469 (500-1 ¹ / ₄)	
LNAV MDA	840-3 ⁴ / ₄		486 (500-3 ⁴ / ₄)			840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)		1060-2 ¹ / ₄ 705 (800-2 ¹ / ₄)	

TIFTON, GEORGIA

Orig 23SEP10

TIFTON/HENRY TIFT MYERS (TMA)

RNAV (GPS) RWY 33

31° 26' N-83° 29' W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

VOR IFM 112.5	APP CRS 264°	Rwy Idg TDZE Apt Elev	3805 350 355
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VOR RWY 28

TIFTON/HENRY TIFT MYERS (TMA)

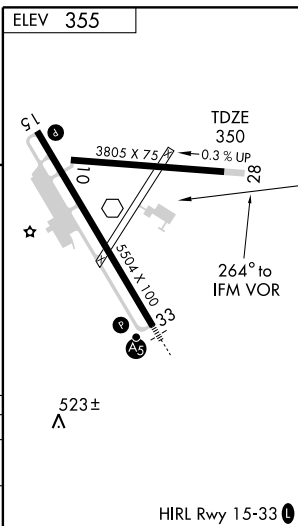
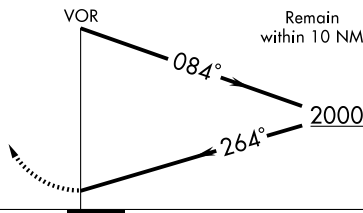
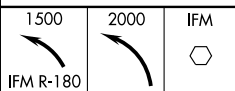
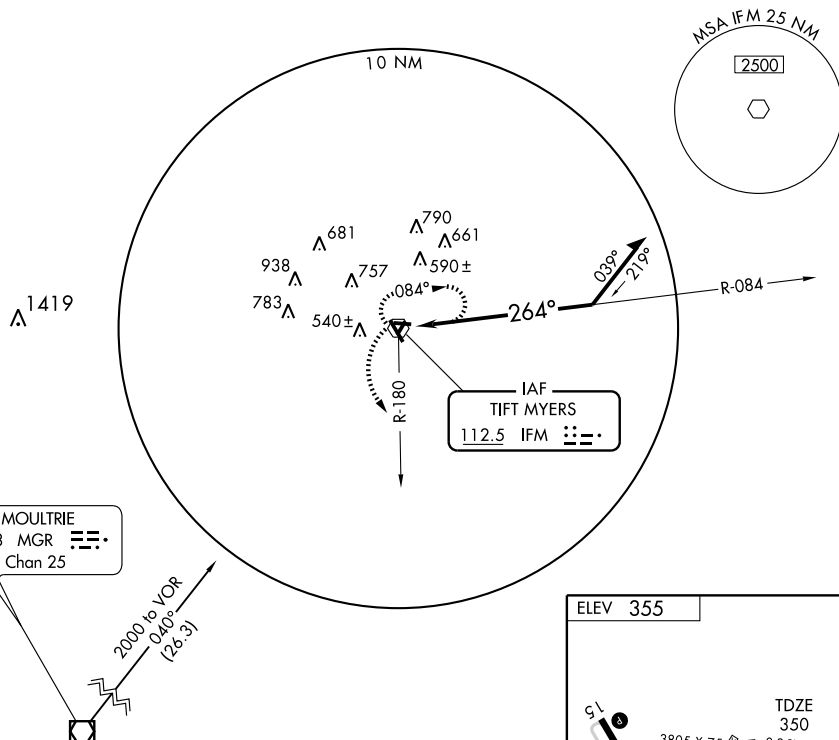
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase all MDA 80 feet and increase S-28 Cat D visibility ¼ mile and Circling visibility Cats C and D ¼ mile. Circling NA at night to Rwy 10/15/28. Straight in minimums NA at night.

MISSED APPROACH: Climbing left turn to 1500 on IFM VOR R-180, then climbing left turn to 2000 direct IFM VOR and hold.

AWOS-3
118.525

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-28	860-1	510 (600-1)	860-1½	510 (600-1½)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)

HIRL Rwy 15-33 0

VOR IFM	APP CRS	Rwy Idg	5504
<u>112.5</u>	335°	TDZE	354
		Apt Elev	355

VOR RWY 33

TIFTON/HENRY TIFT MYERS (TMA)



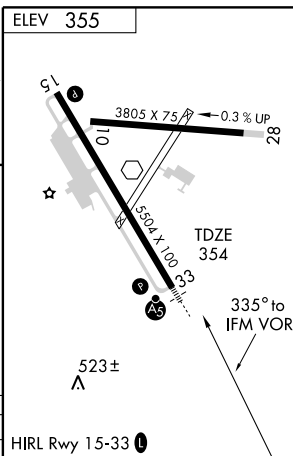
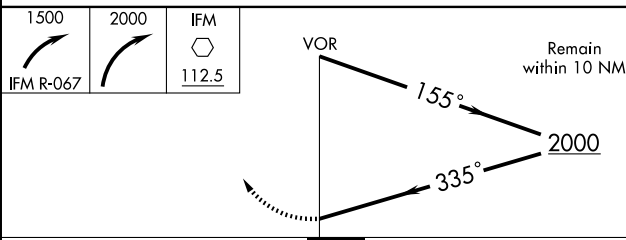
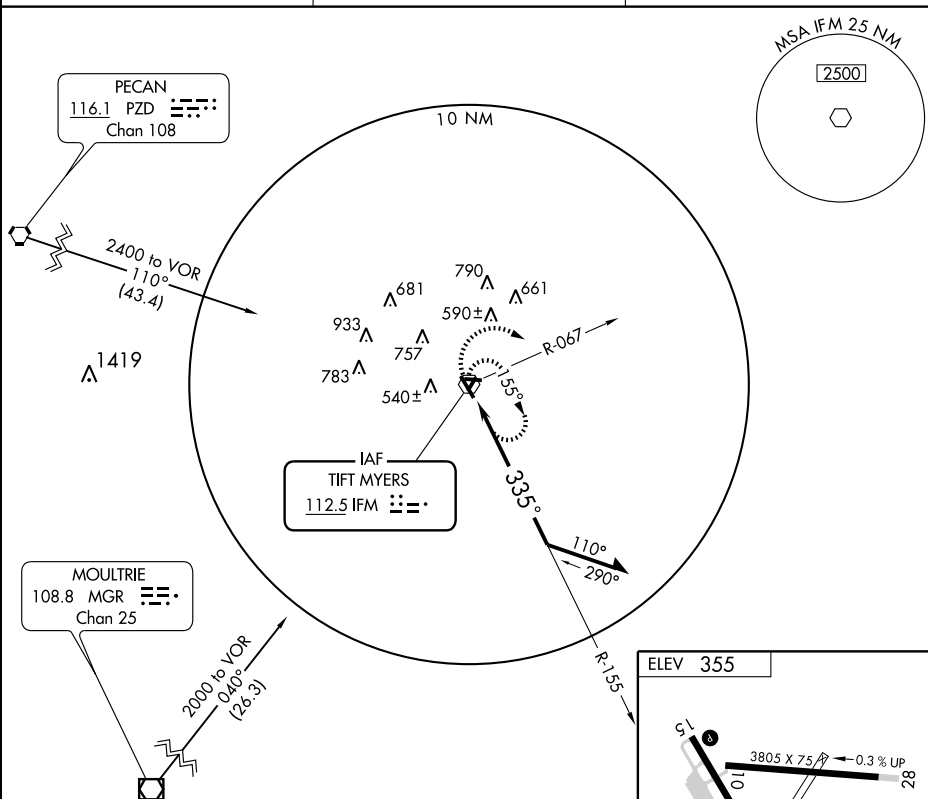

For inoperative MALSR, increase S-33 Cat A/B visibility to 1.



MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.

AWOS-3
118.525

VALDOSTA APP CON ★
126.6 285.6

UNICOM
122.7 (CTAF) 

CATEGORY	A	B	C	D
S-33	840-3/4 486 (500-3/4)			840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)		920-1 1/2 565 (600-1 1/2)	1060-2 1/4 705 (800-2 1/4)

HIRL Rwy 15-33 L					
Knots	60	90	120	150	180
Min:Sec					

TIFTON

HENRY TIFT MYERS (TMA) 2 UTC-5(-4DT) N31°25.74' W83°29.31'

355 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 15-33: H5504X100 (ASPH) S-42, D-60, 2D-106 HIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: MALSR. PAPI(P2L). Trees.

RWY 10-28: H3805X75 (ASPH) S-30, D-45, 2D-75 0.3% up W

RWY 10: Trees.

RWY 28: Trees.

AIRPORT REMARKS: Attended 1200-2200Z. After hrs svc:

229-382-2545. Parachute Jumping. ACTIVATE HIRL Rwy 15-33,

PAPI Rwy 15 and Rwy 33 and MALSR Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (229) 387-7291.

COMMUNICATIONS: CTAF/UNICOM 122.7.

TIFT MYERS RCO 122.35 (MACON RADIO)

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 110° 43.5 NM to fld. 280/02W. HIWAS.

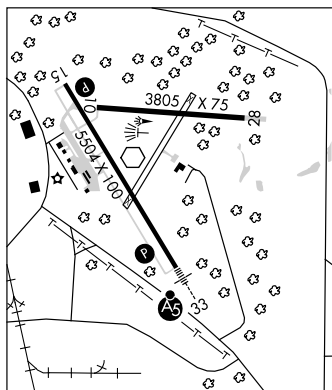
TIFT MYERS (T) VORW 112.5 IFM N31°25.72' W83°29.33'

at fld. NOTAM FILE MCN.

TIFTO NDB(MHW/LOM) 409 TM N31°21.80' W83°26.64'

333° 4.5 NM to fld. NOTAM FILE MCN.

ILS/DME 109.7 I-TMA Chan 34 Rwy 33. LOM TIFTO NDB. ILS/DME unusable byd 17° left of course.



TOCCOA RG LETOURNEAU FLD (TOC) 2 NE UTC-5(-4DT) N34°35.57' W83°17.78'

996 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 02-20: H5008X100 (ASPH) S-30 MIRL 0.5% up SW

RWY 02: PAPI(P2L)—GA 3.25° TCH 32'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

RWY 09-27: H2951X50 (ASPH) S-20 0.8% up W

RWY 09: Treeline.

RWY 27: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1700-2300Z. MIRL Rwy 02-20 opr dusk-0300Z, after 0300Z

ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20, PAPI Rwy

02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (706) 297-7473.

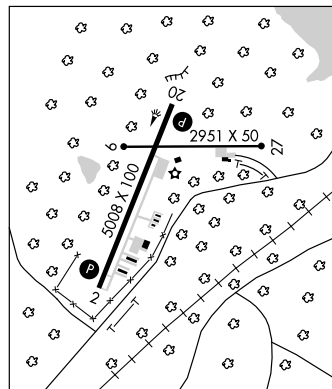
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 179° 6.2 NM to fld. 1700/00E.



TOM B. DAVID FLD (See CALHOUN)

TREUTLEN (See SOPERTON)

TURNER CO (See ASHBURN)

JACKSONVILLE

H-9B, 12F, L-18J, 22J

IAP

ATLANTA

H-9B, 12G, L-25B

IAP

WAAS CH 65705 W02A	APP CRS 026°	Rwy Idg 5008 TDZE 996 Apt Elev 996
--	------------------------	---

RNAV (GPS) RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)



Baro-VNAV NA when using Gainesville altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

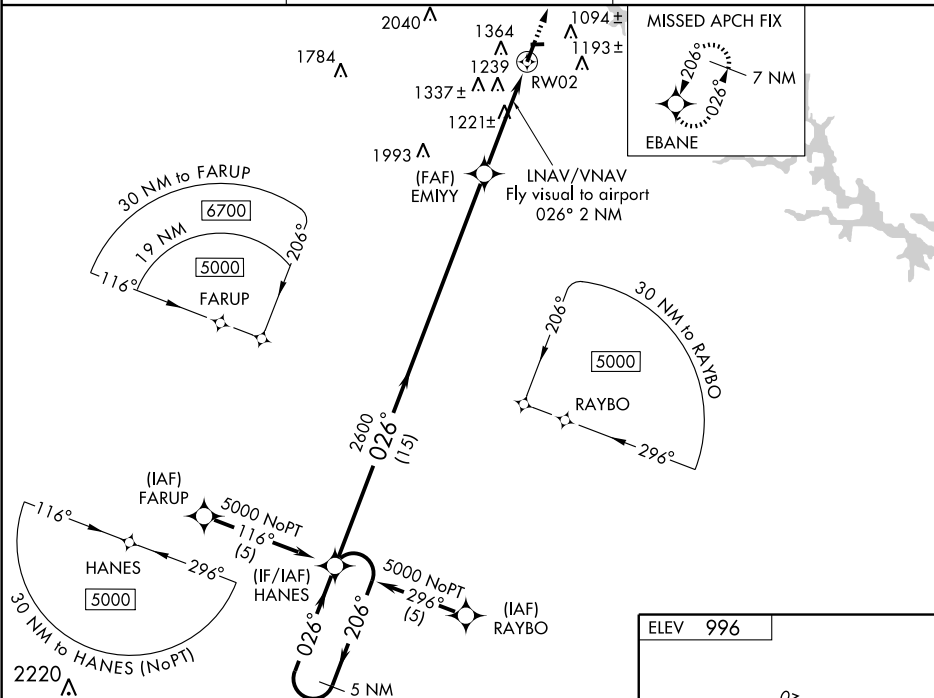
If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.

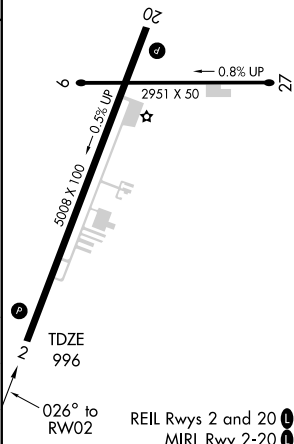
AWOS-3
119.625

ATLANTA CENTER
134.8 307.9

UNICOM
122.8 (CTAF) ①



ELEV 996



CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)	NA	NA
LNAV/VNAV DA	1744-2	748 (800-2)	NA	NA
LNAV MDA	1620-1	624 (700-1)	NA	NA
CIRCLING	1680-1	684 (700-1)	NA	NA

WAAS CH 61005 W20A	APP CRS 206°	Rwy Idg 5008 TDZE 980 Apt Elev 996
--	------------------------	---

RNAV (GPS) RWY 20

TOCCOA RG LETOURNEAU FIELD (TOC)



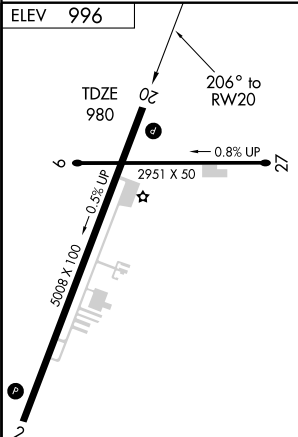
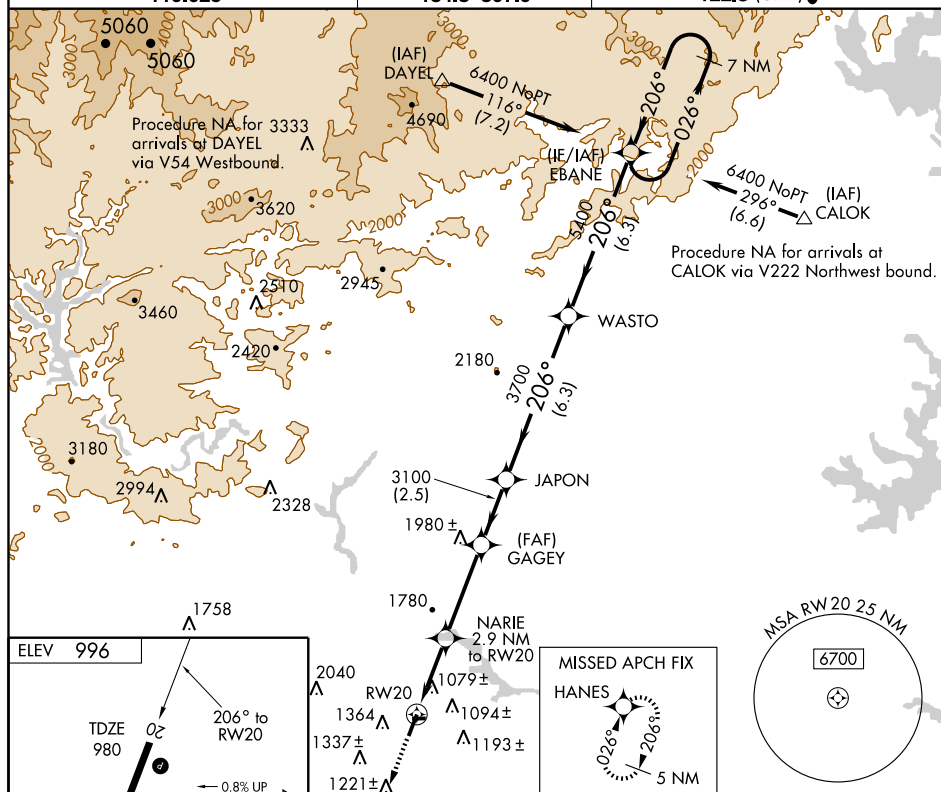
ANA

Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5000
direct HANES and hold.

AWOS-3
119.625

ATLANTA CENTER
134.8 307.9

UNICOM
122.8 (CTAF) **L**

REIL Rlys 2 and 20 **L**
MIRL Rly 2-20 **L**

5000 ↑	HANES ✦	VGS1 and RNAV glidepath not coincident.				EBANE	7 NM Holding Pattern
		GAGEY	JAPON	WASTO		026° →	6400
						← 206°	
LNAV Only.	NARIE 2.9 NM to RW20	1920	3100	3700	5400		GS 3.00° TCH 33
← 2.9 →		← 3.6 NM →	← 2.5 NM →	← 6.3 NM →	← 6.3 NM →		
CATEGORY	A		B		C		D
LPV DA	1230-1		250 (300-1)				NA
LNAV/VNAV DA	1395-1½		415 (400-1½)				NA
LNAV MDA	1560-1		580 (600-1)				NA
CIRCLING	1680-1		684 (700-1)				NA

VORTAC ODF 113.4 Chan 81	APP CRS 001°	Rwy Idg TDZE Apt Elev	5008 996 996
--	------------------------	-----------------------------	---

VOR/DME RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

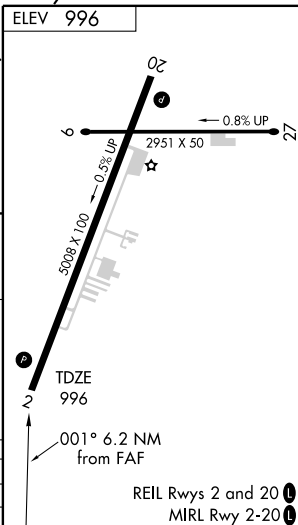
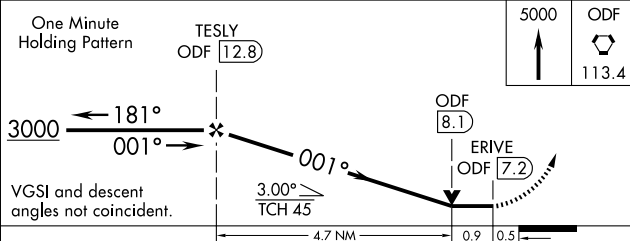
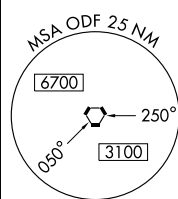
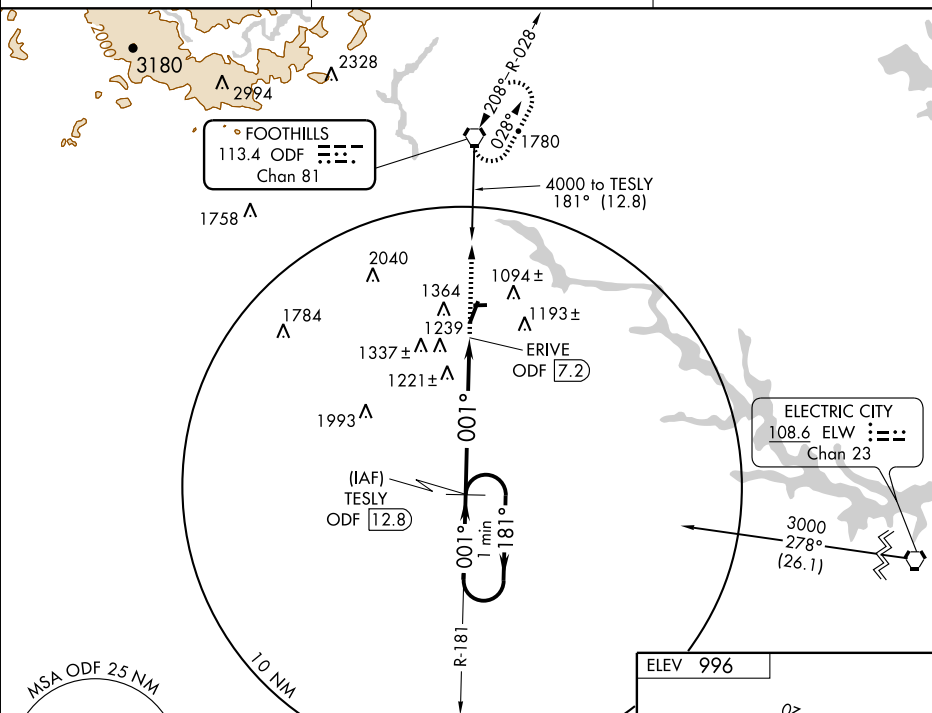
Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3
119.625

ATLANTA CENTER
134.8 307.9

UNICOM
122.8 (CTAF) 0



VORTAC ODF 113.4 Chan 81	APP CRS 179°	Rwy Idg 5008 TDZE 980 Apt Elev 996
--	------------------------	---

VOR RWY 20

TOCCOA RG LETOURNEAU FIELD (TOC)

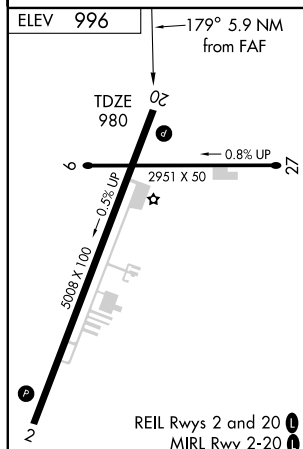
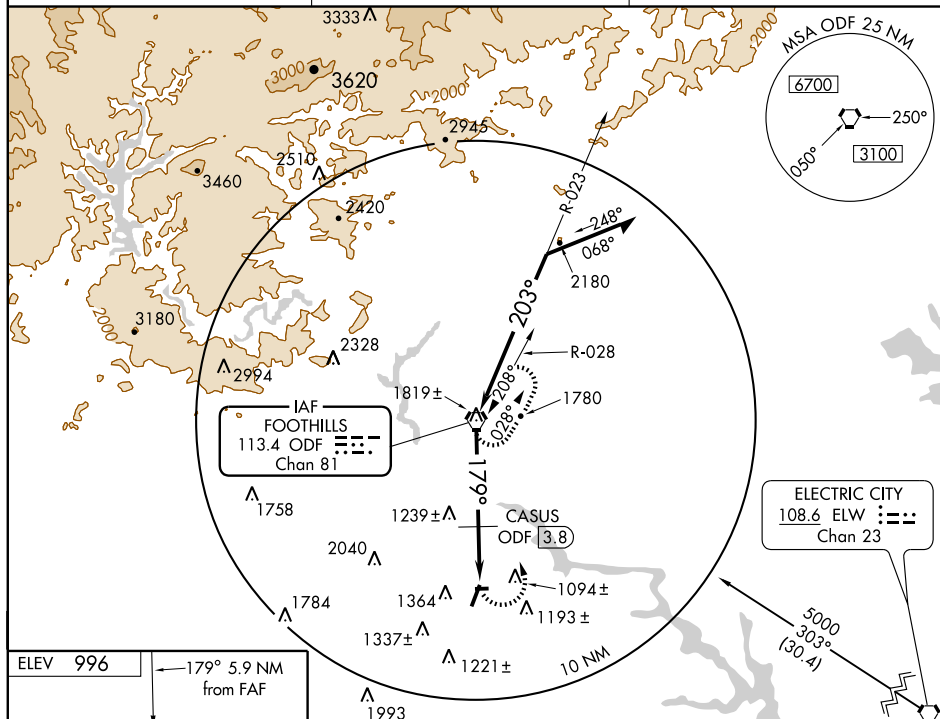
T When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 120 feet and S-20, Circling, and CASUS fix minimums Circling Cat. B visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3
119.625

ATLANTA CENTER
134.8 307.9

UNICOM
122.8 (CTAF) **L**



5000

ODF 113.4

VGS1 and descent angles not coincident.

VORTAC

Remain within 10 NM

023°

5000

203°

179°

3200

3.50°

TCH 45

1720*

1.5 NM

0.6 NM

3.8 NM

*1840 when using Gainesville altimeter setting.

CATEGORY	A	B	C	D
S-20	1720-1	740 (800-1)		NA
CIRCLING	1720-1	724 (800-1)		NA

CASUS FIX MINIMUMS

S-20	1560-1	580 (600-1)	NA
CIRCLING	1720-1	724 (800-1)	NA

TOCCOA, GEORGIA

Amdt 13 09239

TOCCOA RG LETOURNEAU FIELD (TOC)

34°36'N-83°18'W

VOR RWY 20

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-435 [USAF]

VALDOSTA, GEORGIA

ATIS 273.5 ★
 MOODY TOWER ★
 128.45 257.625
 GND CON
 138.95 275.8
 CLNC DEL
 120.625 296.7

C-130
 RAMP

30°59'N

CLEAR RINSE
FACILITYDEPLOYMENT
CENTER

TANK

NW RAMP

ELEV
230

HH-60 RAMP

BASE OPS

FIRE STATION

WATER
TOWER
411

TANKS

DOG ROW

CLAW RAMP

30°58'N

SHARK RAMP

TRIM PAD

C-130
COMPASS ROSE

JANUARY 2009
 ANNUAL RATE OF CHANGE
 0.1° W

Rwy 18L-36R
 PCN 55 R/B/W/T
 Rwy 18R-36L
 PCN 62 R/C/W/T

S EOR

83°12'W

ELEV
223

36L

1000 x 150

A WEST

E-5

ALPHA ARM/
DEARM PAD

1000 x 150

A EAST

36R

E-5

1000 x 150

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MOODY AFB (VAD)(KVAD) AF 9 NE UTC-5(-4DT) N30°58.12' W83°11.58'

JACKSONVILLE

233 B Class I, ARFF Index A NOTAM FILE VAD Not insp.

H-9B, 12F, L-22J

RWY 18L-36R: H9300X150 (CONC)

PCN 55 R/B/W/T HIRL

DIAP, AD

RWY 18L: ALSF1. PAPI(P4L).

RWY 36R: ALSF1. PAPI(P4L).

RWY 18R-36L: H8000X150 (PEM)

PCN 62 R/C/W/T HIRL

RWY 18R: MALSR. PAPI(P4L).

RWY 36L: MALSR. PAPI(P4L).

ARRESTING GEAR/SYSTEM

RWY 18L ← BAK-15 CHAG (150' OVRN) HOOK BAK-12A(B)(1100')

HOOK BAK-12A(B)(1500') BAK-15 CHAG (150' OVRN) → **RWY 36R**

RWY 18R ← MA-1A CHAG (90' OVRN) HOOK BAK-12A(B)(1500')

HOOK BAK-12A(B) (1500') MA-1A CHAG (90' OVRN) → **RWY 36L**

MILITARY SERVICE: LGT All rwy thld lgt, mid 70' removed. Rwy 18L-36R PAPI and ILS glide slope not coincidental. Aflid lighting intermittent 1 hr after official SS until airfield closure due to Night Vision Device training on field.

A-GEAR Rwy 18L-36R normal BAK-12B configuration: apch end down, dep end raised. E-5 apch end disconnected from energy absorbers (chains). E-5 dep end raised. Ctc twr for other configurations, BAK-12B apch end apch end avbl 30 min prior notice. Rwy 18R-36L E-5 apch/dep end disconnected from energy absorbers (chains). Ctc twr 30 min prior for Rwy 18R-36L E-5 configuration.

JASU (A/M32A-86) (MA-1A)

(MC-1) (M32A-60) (M32A-60A). **FUEL** J8, J8+100 **FLUID** SP LPOX LOX **OIL** O-133-148 JOAP **TRAN ALERT**

Tran maintenance svc opr Mon-Thu 1145-0430Z, Fri 1145-0300Z, clsd Sat, Sun and holidays. Expect 3 hr svc/refuel delays, limited maintenance. No fleet svc.

MILITARY REMARKS: Opr Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol. See FLIP AP/1

Supplementary Arpt info. **RSTD** PPR all tran acft. For PPR ctc AM ops DSN 460-3305/3306,

C229-257-3305/3306, fax extension 4664. PPR issued up to 5 days prior to arr, min 24 hr prior notice. PPR

good for +/-1 hr of PPR time. Coord of PPR outside of block time by phone is rqr or PPR number will be

considered cancelled. Tran alert will not support local Round Robin or out and back for tran acft. Tran IFR acft

arr/dep can expect delays when R3008 active, ctc 23 WG schedule at DSN 460-4544/4892,

C229-257-4544/4892 for deconfliction. Tran VIP acft ctc pilot to dispatch 30 min prior ETA. Rwy 18L-36R and

Rwy 18R-36L have NSTD rwy markings, with assault strip shown. Assault zone limited to 23 WG C-130 acft

only. C5, C17 acft rstd to low apch or full stop ldg only. Ltd tran parking. Helipad limited to 347 RQG HH-60 acft

only. 180° turns prohibited by fixed wing acft larger than fighters on Twy L. Parking row X-Ray on C-130 ramp

closed due to unlit obstructions (AGE equipment). **CAUTION** Tran dep with rapid climb use extreme caution,

maintain at or below 1200' until dep end. Overhead traffic pattern 2200' in continuous use. Simultaneous ops

in use to Rwy 18 or Rwy 36 when R3008 in use. 130' AGL unlighted antenna 3.5 NM due S of Rwy 36R. 23' AGL

unlighted house with numerous pieces of abandoned farm equipment located 1130' E of Rwy 18L extended

centerline and 1805' N of Rwy 18L thld. **BASH** Heavy concentrations of cattle egrets likely Jun-Aug. Phase II bird

activity for migratory season Oct-Feb. Peak activity occurs within 1 hr of SR and SS. **TFC PAT** USAF acft expected

reduced rwy separation, similar type acft/day—3000', dissimilar type acft/ngt—6000'. Tran acft must notify twr

on initial ctc if reduced rwy separation is not desired. **NS ABTMT** Quiet hr 0330-1130Z. **MISC** Class D airspace

when twr open, otherwise Class E. Wx opr hrs Mon-Thu 1330-0700Z, Fri 1330-0300Z; clsd Sat, Sun and

hol; DSN 460-3457, C229-257-3457. Wx briefing for tran aircrews byd normal opr hr avbl via 26 OWS at

Barksdale AFB DSN 781-4475 C318-456-4475. Aflid wx is monitored by AN/FMQ-19 ASOS and augmented by

human observer only when procedures dictate during indicated hr of opr. Wx obsn not rstd during automated

obsn; visibility rstd due to buildings southwest thru northwest on aflid next to building 622 during ASOS backup;

no visibility marker beyond 9 miles. COMSEC storage will be provided at 23 WG COMD POST DSN 460-3501,

C229-257-3501. Rwy 18R/36L-first 1000' conc, middle 6000' has 75' conc wide center with outer sides

being a 37.5' wide asph sfc.

COMMUNICATIONS: SFA ATIS 273.5 PTD 139.3 227.2

(R) VALDOSTA APP CON 119.525 126.6 127.925 233.7 259.3 (119.525 259.3 180°-360°) (126.6 285.6 360°-180°) 285.6 (127.925 233.7 Moody Arr) (Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z).

TOWER 128.45 257.625 (Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol)

GND CON 138.95 275.8 **CLNC DEL** 120.625 296.7

(R) VALDOSTA DEP CON 126.6 306.3 (Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z).

(R) JAX CENTER APP/DEP CON 132.3 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

COMD POST 228.225 381.05 (Angel Ops) **PMSV METRO** 263.45 No svc outside wx ops hrs **SOF** 143.825 305.6

AIRSPACE: CLASS D svc Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

TACAN VAD Chan 80 N30°57.60' W83°11.61' at fid. 213/3W. Unmonitored when twr clsd. No NOTAM MP Mon-Fri 1000-1200Z, Sat 15 NM blo 3000'.

ILS 109.3 I-VAD Rwy 18L. Unmonitored when twr clsd. No NOTAM MP Mon-Fri 1000-1200Z, Sat 1100-1700Z.

ILS 109.9 I-MDG Rwy 36R. Unmonitored when twr clsd. No NOTAM MP Mon-Fri 1000-1200Z, Sat 1100-1700Z.

RADAR Moody Radar No NOTAM MP Mon-Fri 0700-1130Z, Sat 2300-1300Z. ASR/PAR (Mon-Fri 1000-0500Z, clsd Sat, Sun and Fed hol 1200-2000Z).

LOC I-VAD
109.3APCH CRS
183°Rwy ldg **9300**
TDZE **233**
Arpt Elev **233**

JAL-435 [USAF]

MOODY AFB (KVAD)

▼ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.

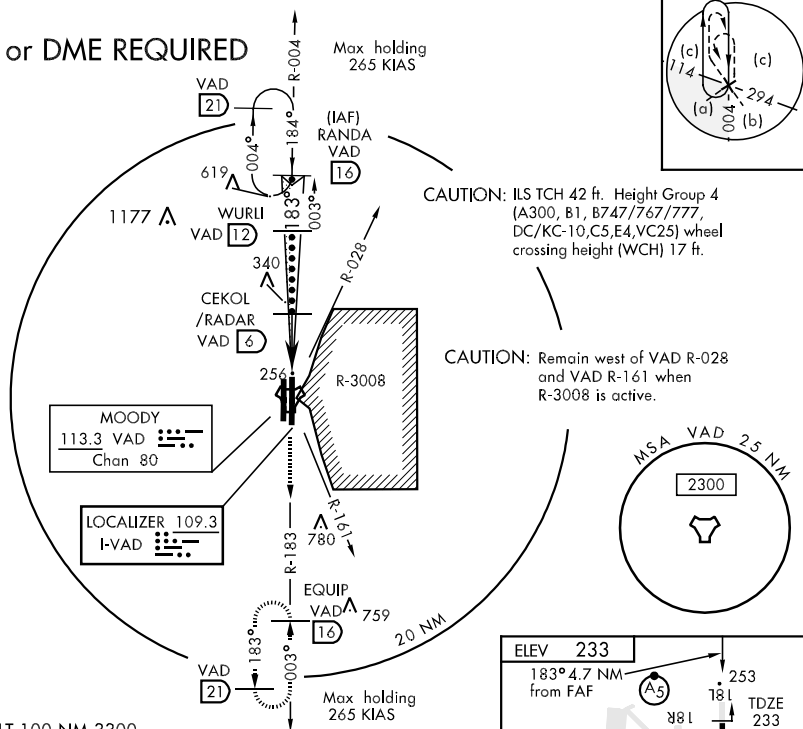
ALSF-1



MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

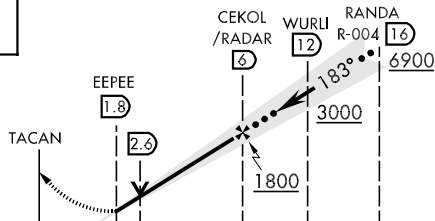
ATIS ★
273.5VALDOSTA APP CON
126.6 285.6MOODY TOWER ★
128.45 257.625GND CON
138.95 275.8CLNC DEL
120.625 296.7

RADAR or DME REQUIRED

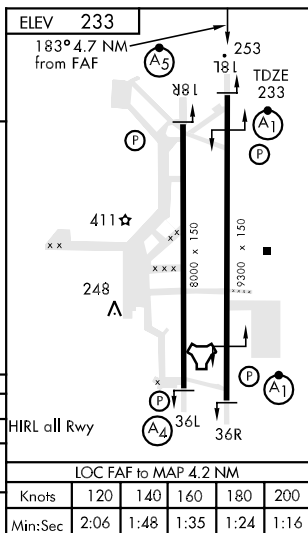


EMERG SAFE ALT 100 NM 3300

3000
VAD R-183
EQUIP VAD (16)



CATEGORY	C	D	E
S-ILS 18L*	433/24	200	(200- $\frac{1}{2}$)
S-LOC 18L**	680/40 447 (500- $\frac{3}{4}$)	680/50 447	(500-1)
CIRCLING	720-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)	800-2 567 (600-2)	1060-3 827 (900-3)



LOC I-MDG 109.9	APCH CRS 003°	Rwy ldg 9300 TDZE 215 Arpt Elev 233	JAL-435 [USAF]	MOODY AFB (KVAD)
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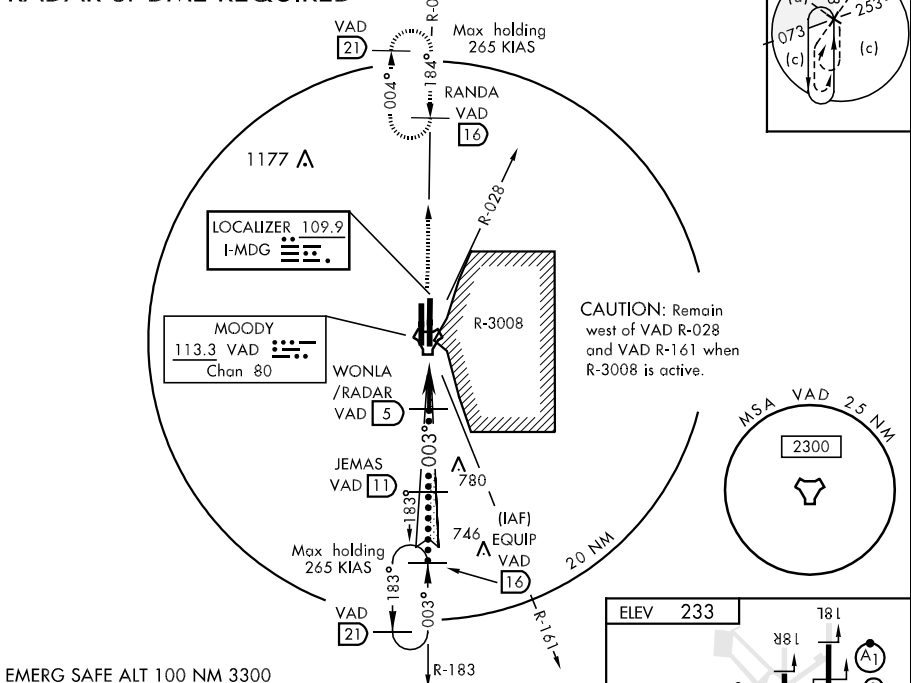
▼ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase RVR CAT C to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$.



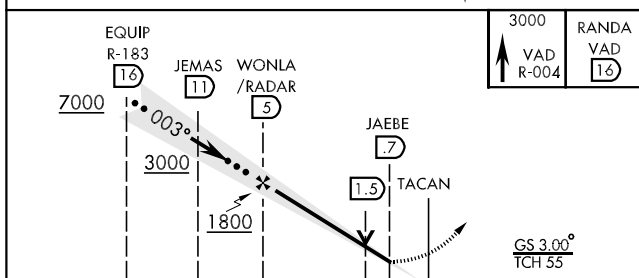
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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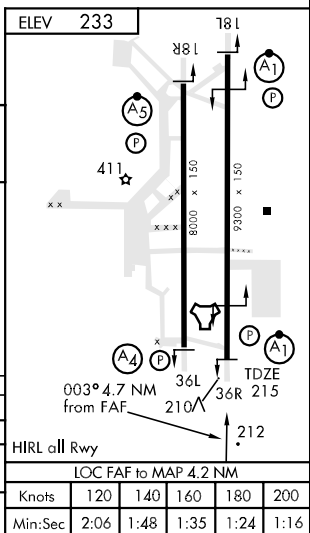
RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-ILS 36R*	415/24	200	(200-1/2)
S-LOC 36R**	660/40 445 (500-3/4)	660/50 445 (500-1)	
CIRCLING	720-1 1/2 487 (500-1 1/2)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD
Chan **80**

APCH CRS
187°

Rwy ldg **9300**
TDZE **233**
Arpt Elev **233**

JAL-435 [USAF]

MOODY AFB (KVAD)



* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

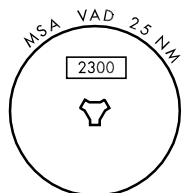
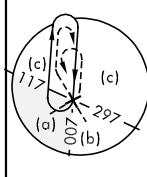
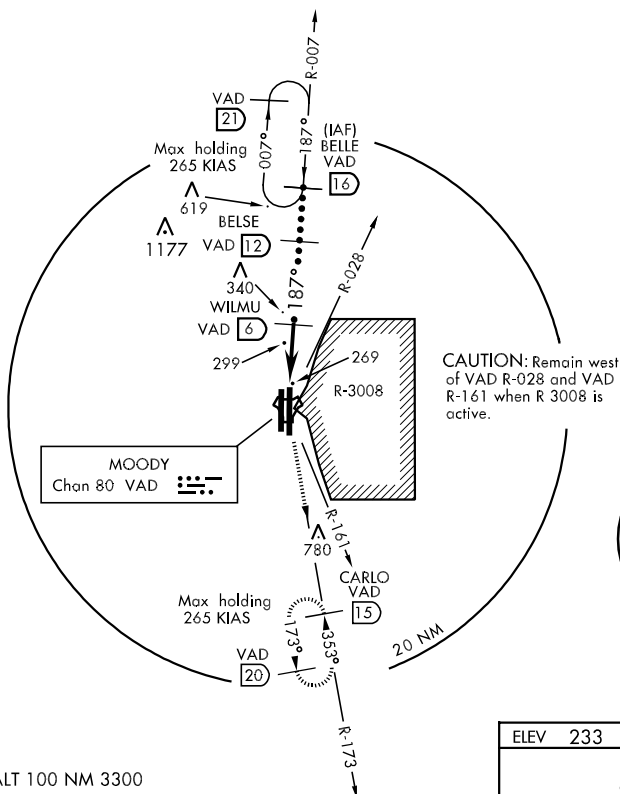
ATIS ★
273.5

VALDOSTA APP CON
126.6 285.6

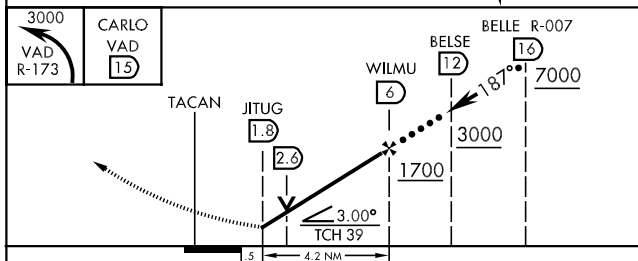
MOODY TOWER ★
128.45 257.625

GND CON
138.95 275.8

CLNC DEL
120.625 296.7



EMERG SAFE ALT 100 NM 3300



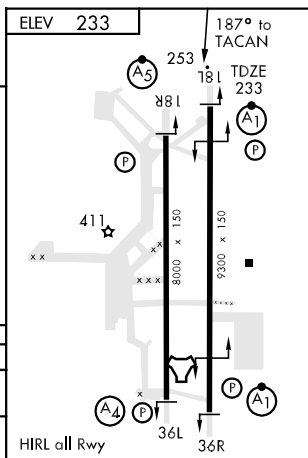
CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

VALDOSTA, GEORGIA

30° 58'N-83° 12'W

MOODY AFB (KVAD)

Amdt 1 09127



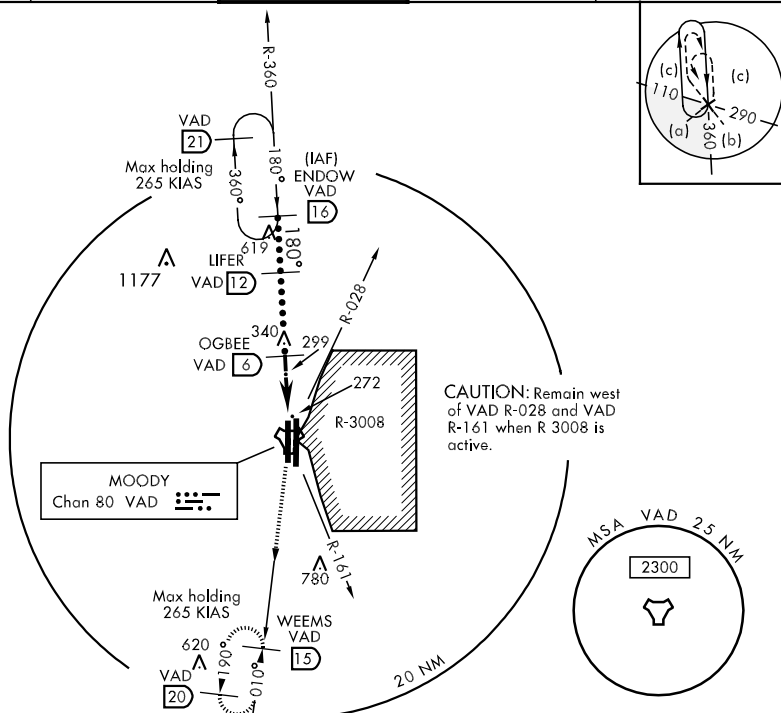
TACAN VAD Chan 80	APCH CRS 180°	Rwy Idg TDZE 8000 Arpt Elev 233
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JAL-435 [USAF]

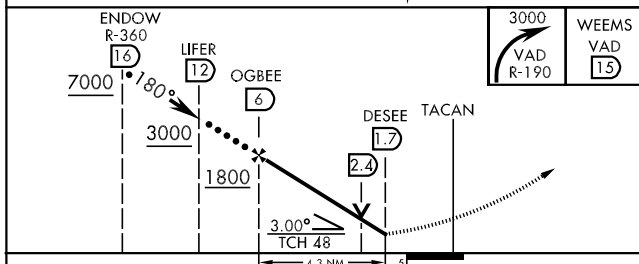
MOODY AFB (KVAD)

<p>* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.</p>	<p>MALSR A5</p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.</p>
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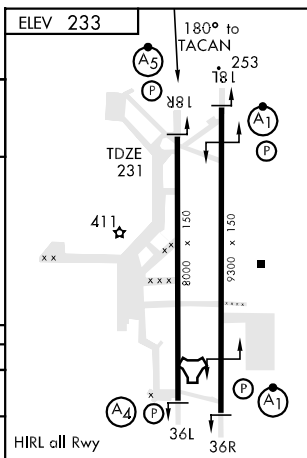
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-18R *	680/40 450 (500-34)	680/50 450 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



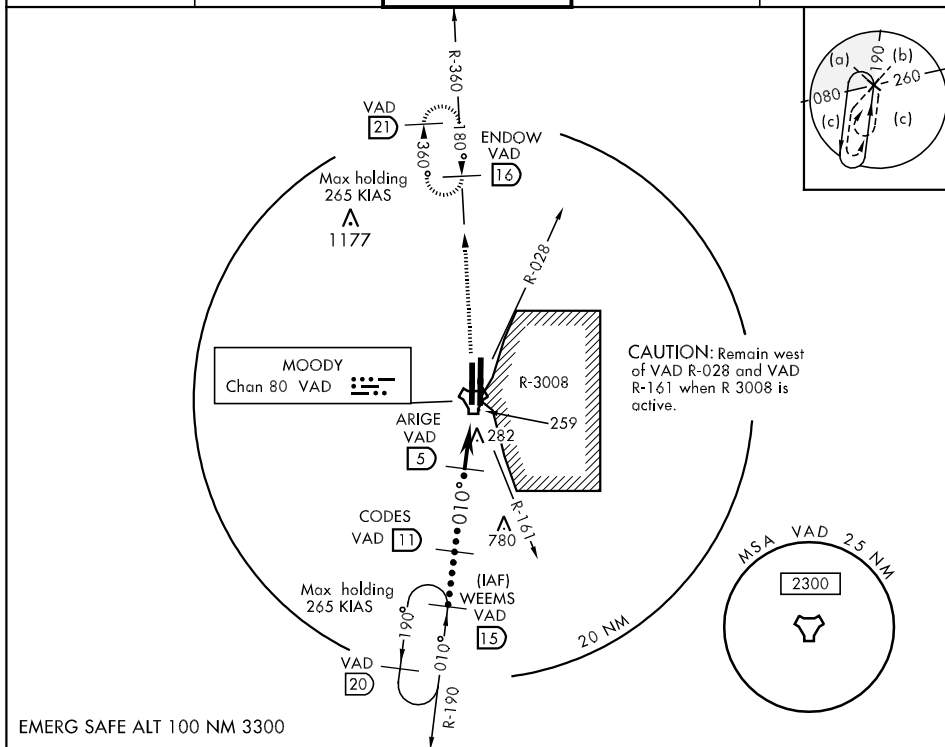
TACAN VAD Chan 80	APCH CRS 010°	Rwy Idg TDZE Arpt Elev	8000 225 233
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JAL-435 [USAF]

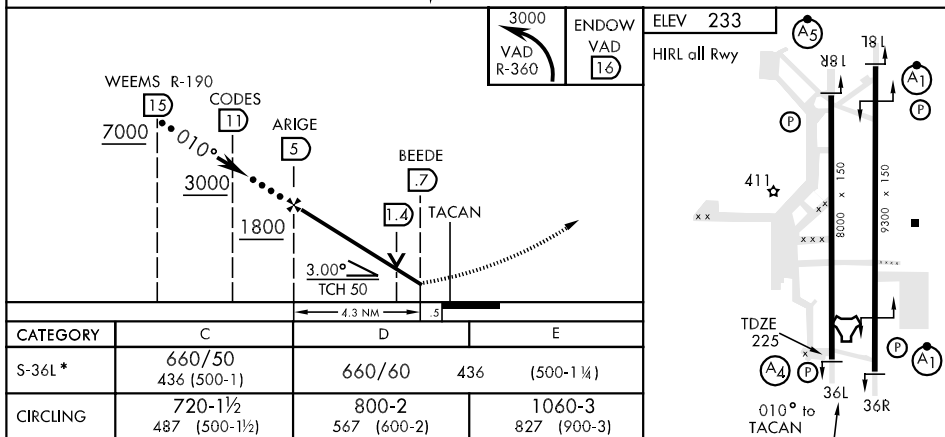
MOODY AFB (KVAD)

<p>V * When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.</p>	<p>MALS (A4)</p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.</p>
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ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300



VALDOSTA, GEORGIA

30° 58'N-83° 12'W

MOODY AFB (KVAD)

Amdt 1 09127

HI-TACAN RWY 36L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

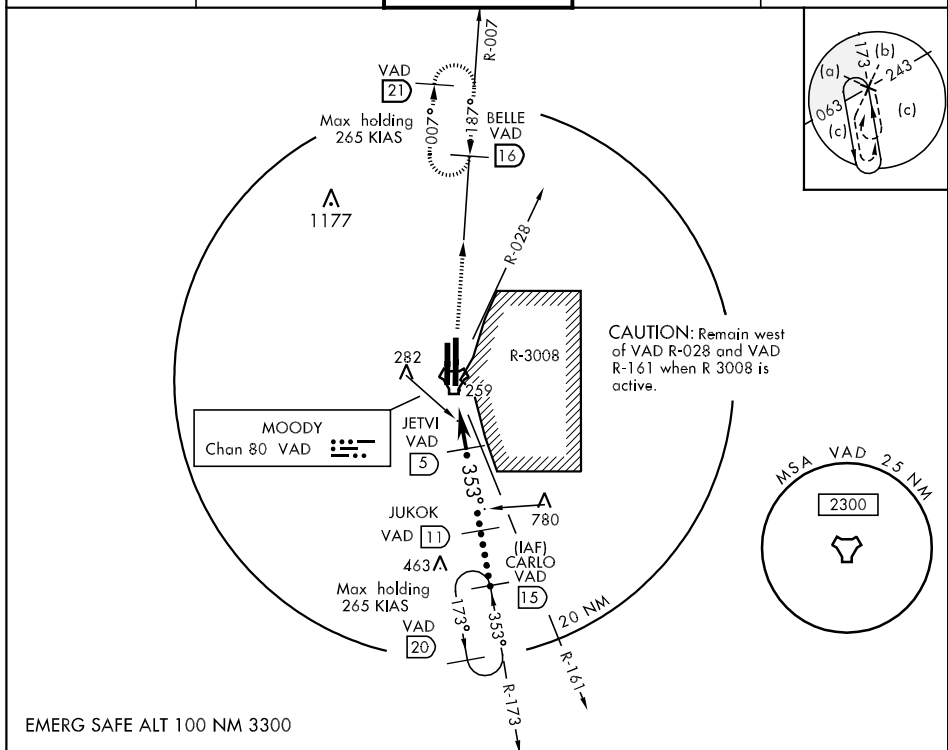
TACAN VAD Chan 80	APCH CRS 353°	Rwy Idg TDZE 215 Arpt Elev 233
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JAL-435 [USAF]

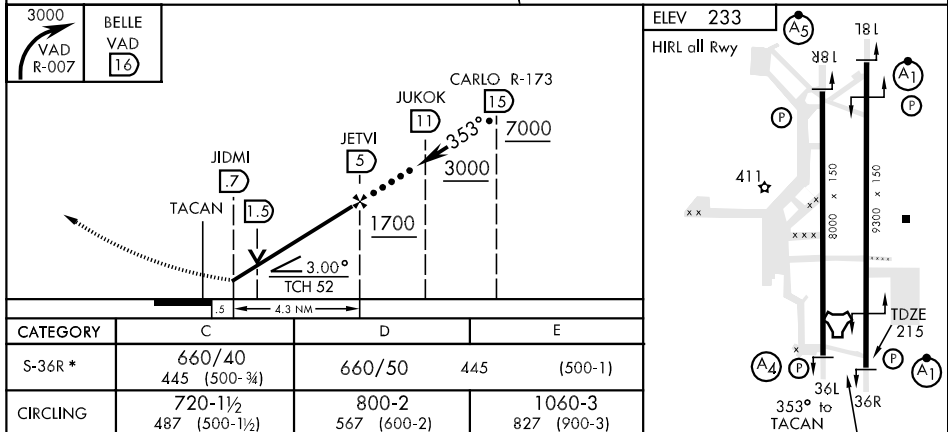
MOODY AFB (KVAD)

<p>V * When ALS inop, CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.</p>	<p>ALSF-1 (A1)</p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.</p>
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<p>ATIS ★ 273.5</p>	<p>VALDOSTA APP CON 126.6 285.6</p>	<p>MOODY TOWER ★ 128.45 257.625</p>	<p>GND CON 138.95 275.8</p>	<p>CLNC DEL 120.625 296.7</p>
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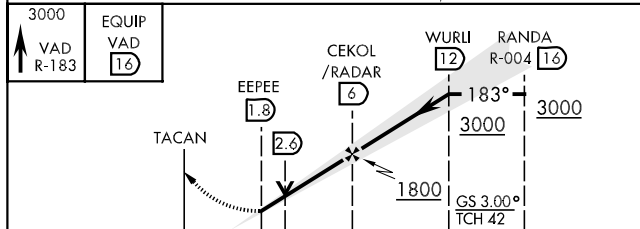
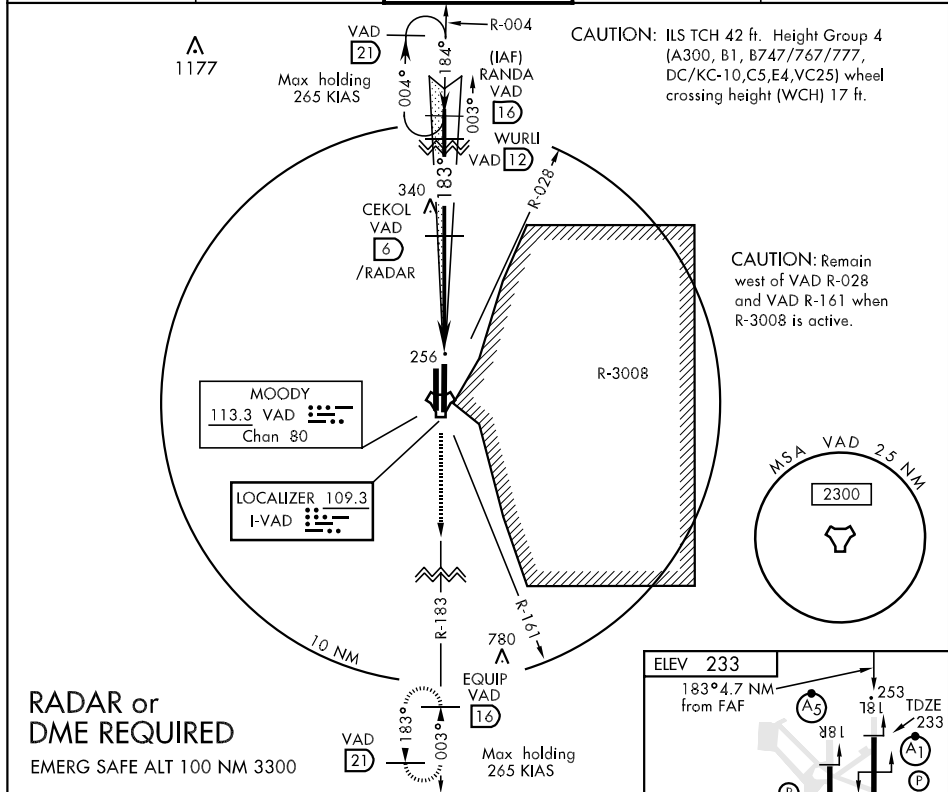
EMERG SAFE ALT 100 NM 3300



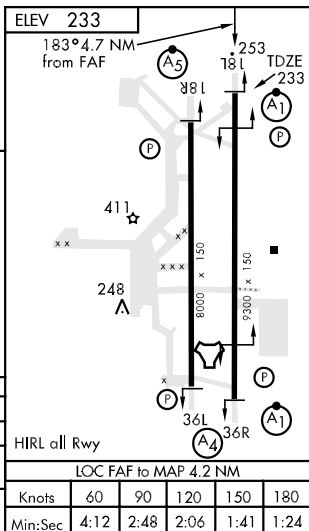
LOC I-VAD 109.3	APCH CRS 183°	Rwy Idg TDZE Arpt Elev 9300 233 233	AL-435 [USAF]	MOODY AFB (KVAD)
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<p>▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ miles, CAT DE vis to 1 ½ miles.</p>	<p>ALSF-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.</p>
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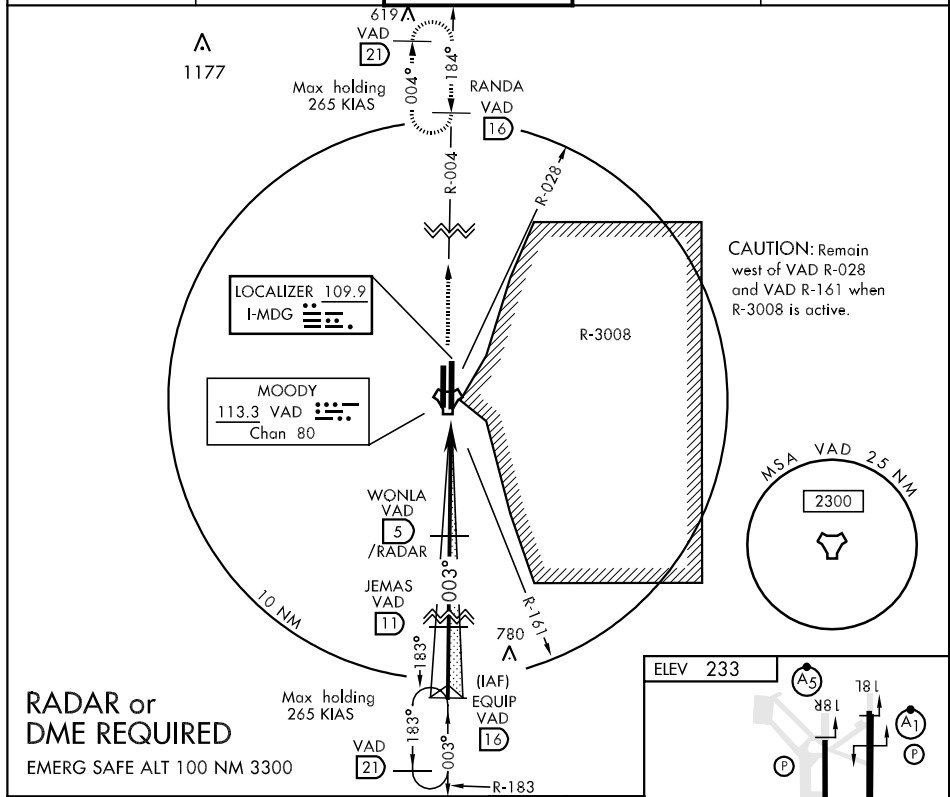
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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CATEGORY	A	B	C	D	E
S-ILS 18L*	433/24	200	(200-½)		
S-LOC 18L**	680/24 447 (500-½)	680/40 447 (500-¾)	680/50 447 (500-1)		
CIRCLING	720-1 487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	

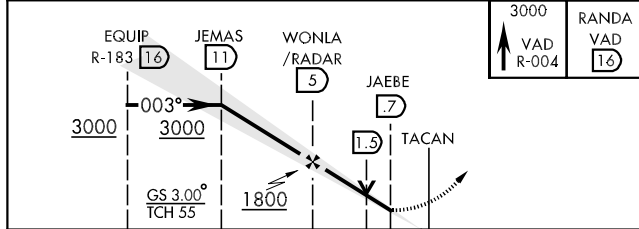


LOC I-MDG 109.9	APCH CRS 003°	Rwy Idg 9300 TDZE 215 Arpt Elev 233	AL-435 [USAF]	MOODY AFB (KVAD)
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile, RVR CAT C to 60 and vis to 1 ½ miles, CAT DE vis to 1 ½ miles.			ALSF-1 	MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7

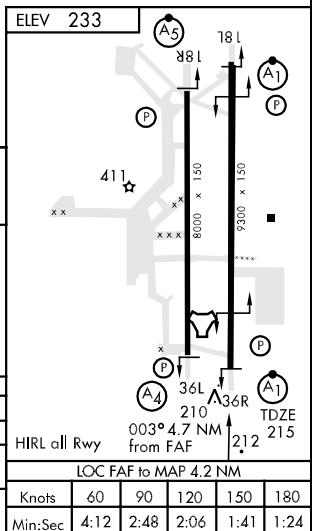


**RADAR or
DME REQUIRED**

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 36R*	415/24		200	(200-½)	
S-LOC 36R**	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



APCH CRS	Rwy Idg	9300
183°	TDZE	233
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

T * When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via heading 183° to EQUIP and hold.

ATIS ★
273.5

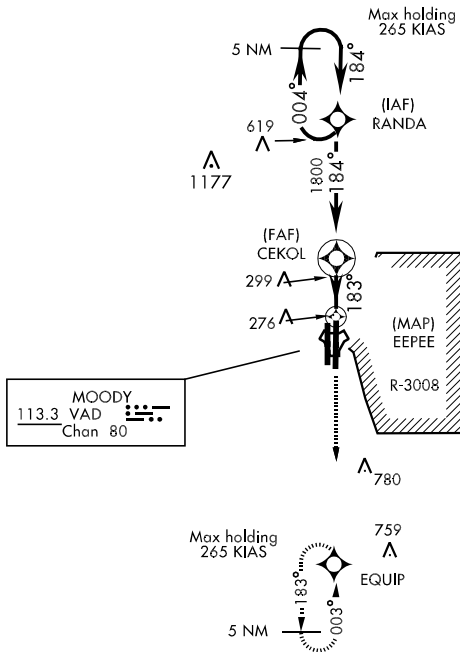
VALDOSTA APP CON
126.6 285.6

MOODY TOWER ★
128.45 257.625

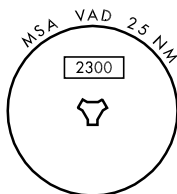
GND CON
138.95 275.8

CLNC DEL
126.625 296.7

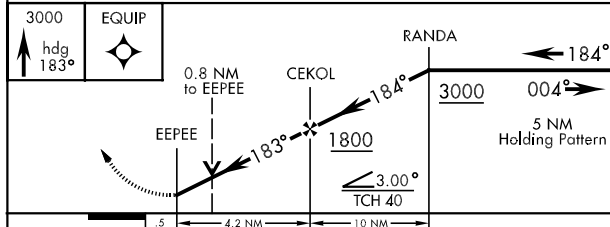
DME/DME RNP-0.3 NA



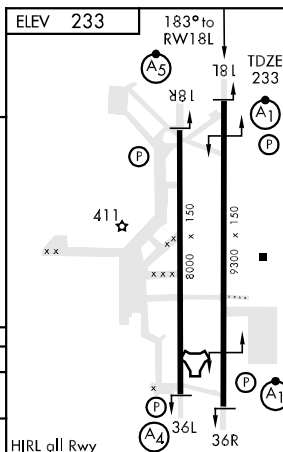
CAUTION: Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
LNAV MDA*	680/24	447 (500-½)	680/40 447 (500-¾)	680/50	447 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



VALDOSTA, GEORGIA

30°58'N-83°12'W

MOODY AFB (KVAD)

Amdt 2 09127

RNAV (GPS) RWY 18L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APCH CRS
003°

Rwy Idg
TDZE
Arpt Elev

9300
215
233

AL-435 [USAF]

MOODY AFB (KVAD)

▼ *When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb and maintain 3000 via heading 004° to RANDA and hold.

ATIS ★
273.5

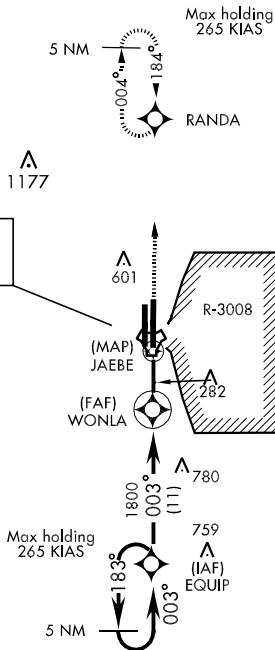
VALDOSTA APP CON
126.6 285.6

MOODY TOWER ★
128.45 257.625

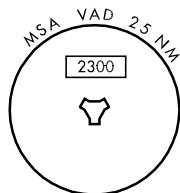
GND CON
138.95 275.8

CLNC DEL
120.625 296.7

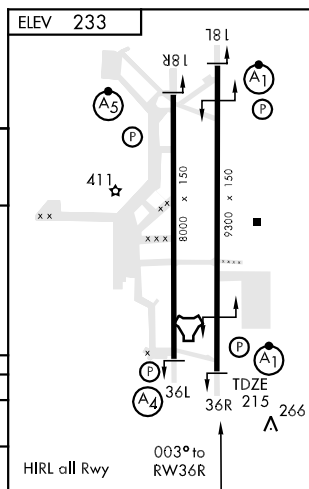
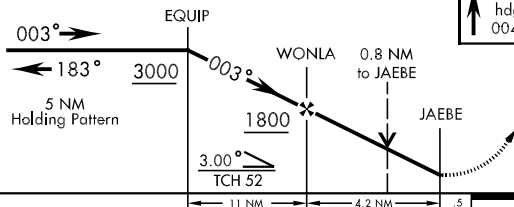
DME/DME RNP-0.3 NA



CAUTION: Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
LNAV MDA*	660/24 445 (500-½)	660/40 445 (500-¾)	660/50 445 (500-1)		
CIRCLING	720-1 487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	

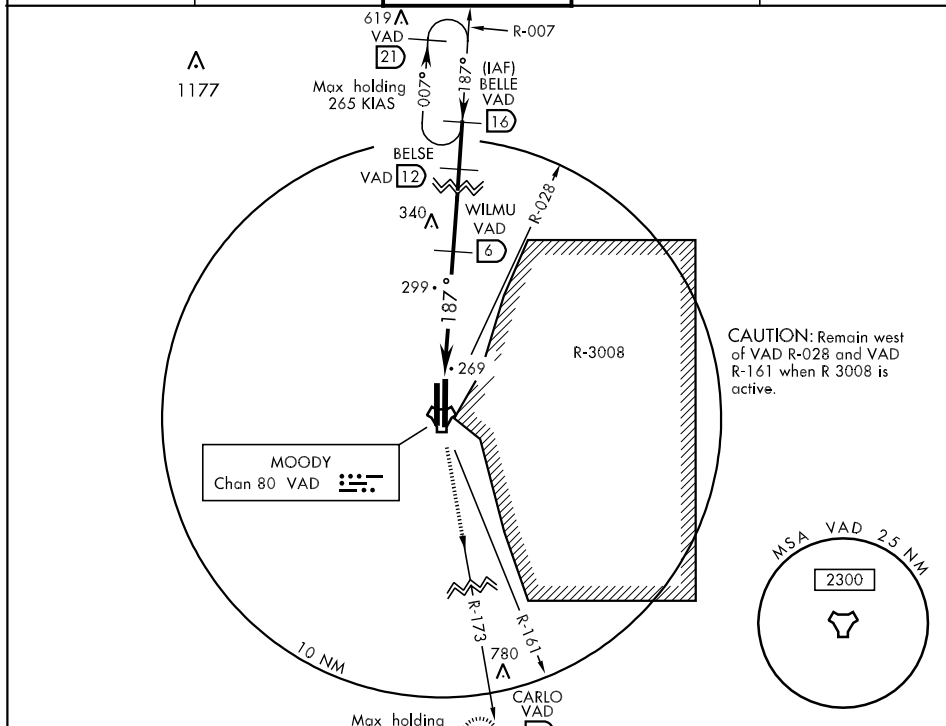
TACAN VAD Chan 80	APCH CRS 187°	Rwy Idg 9300 TDZE 233 Arpt Elev 233
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AL-435 [USAF]

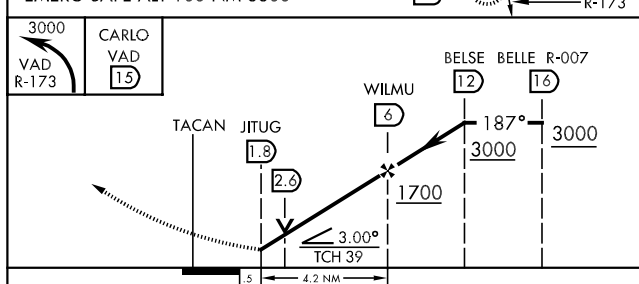
MOODY AFB (KVAD)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.	ALS-F1 	MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.
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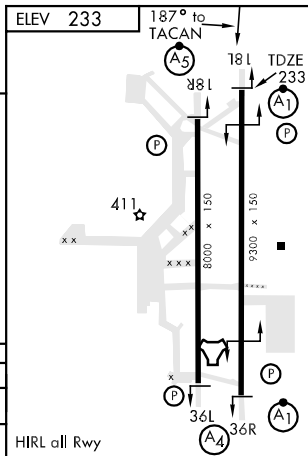
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-18L*	680/24 447 (500-½)	680/40 447 (500-¾)	680/50 447 (500-1)		
CIRCLING	720-1 487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	



TACAN VAD Chan 80	APCH CRS 180°	Rwy Idg TDZE Arpt Elev	8000 231 233
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AL-435 [USAF]

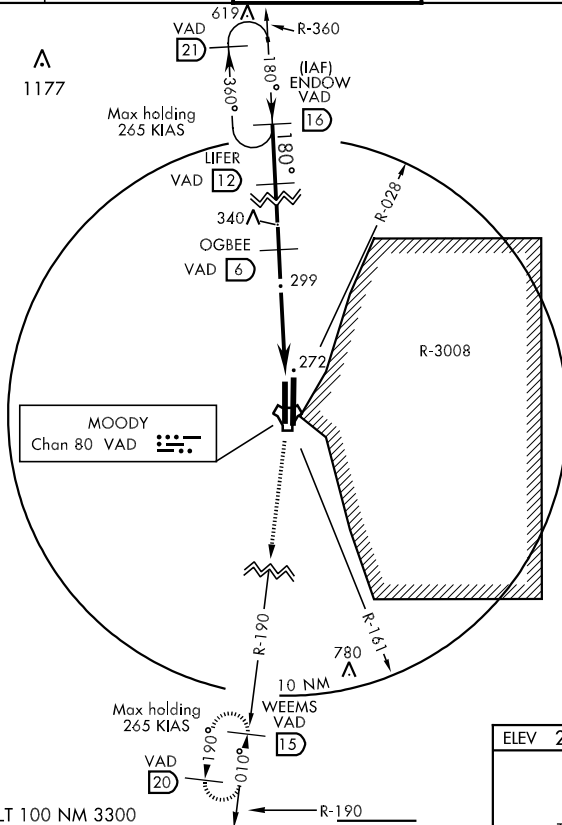
MOODY AFB (KVAD)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.



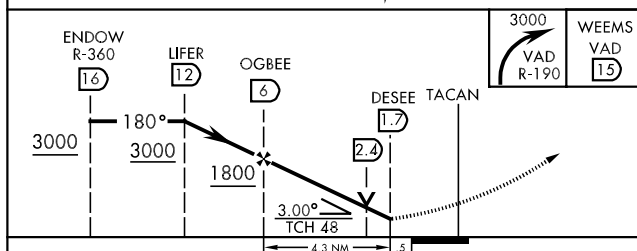
MISSED APPROACH: Climb and maintain
3000 via VAD R-190 to WEEMS and hold.

ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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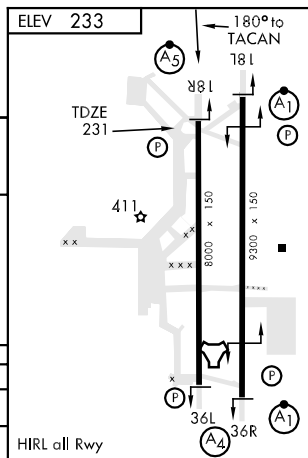


CAUTION: Remain west
of VAD R-028 and VAD
R-161 when R 3008 is
active.

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan 80	APCH CRS 010°	Rwy Idg 8000 TDZE 225 Arpt Elev 233
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AL-435 [USAF]

MOODY AFB (KVAD)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ miles, CAT DE vis to 1 ½ miles.

MAL5



MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

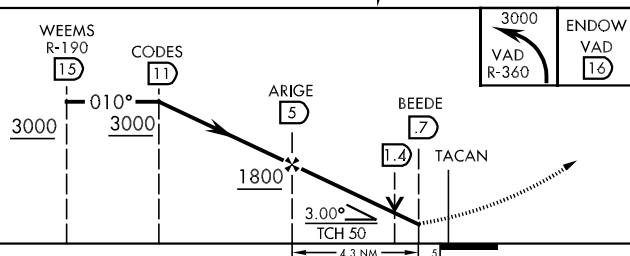
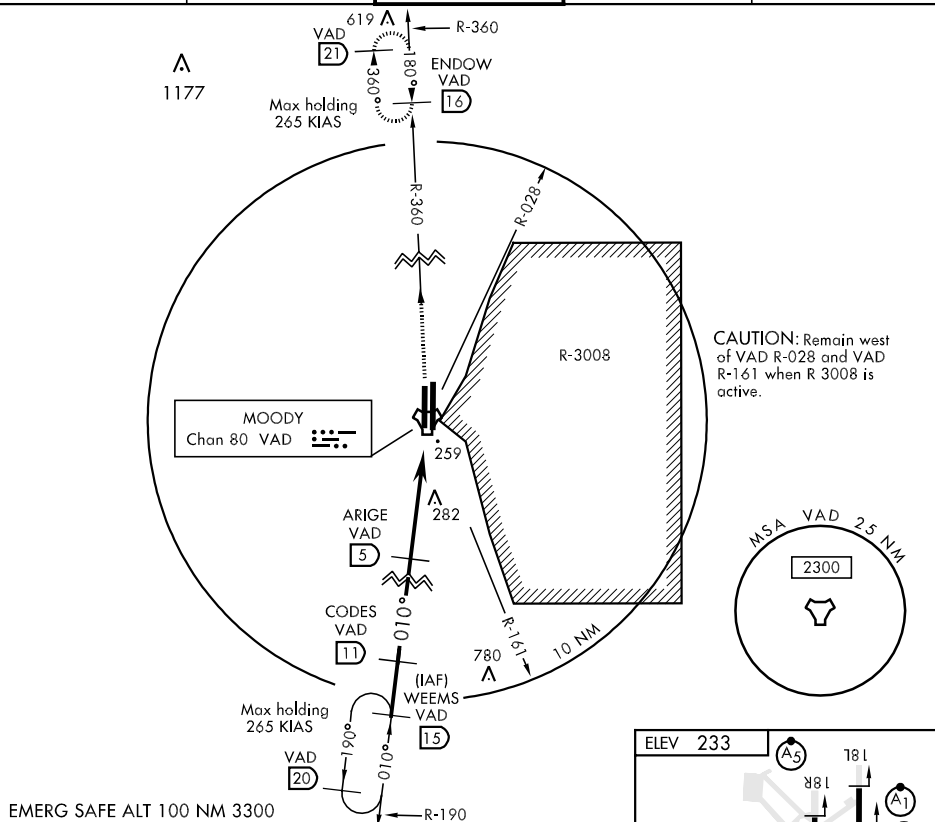
ATIS ★
273.5

VALDOSTA APP CON
126.6 285.6

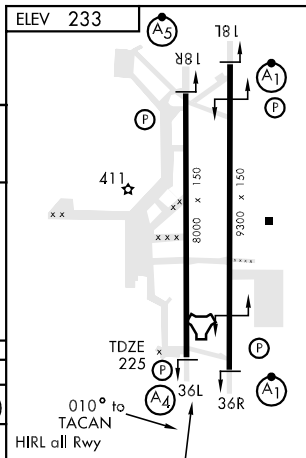
MOODY TOWER ★
128.45 257.625

GND CON
138.95 275.8

CLNC DEL
120.625 296.7



CATEGORY	A	B	C	D	E
S-36L*	660/40	436 (500-3)	660/50 436 (500-1)	660/60	436 (500-1¼)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan 80	APCH CRS 353°	Rwy Idg TDZE Arpt Elev 9300 215 233
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AL-435 [USAF]

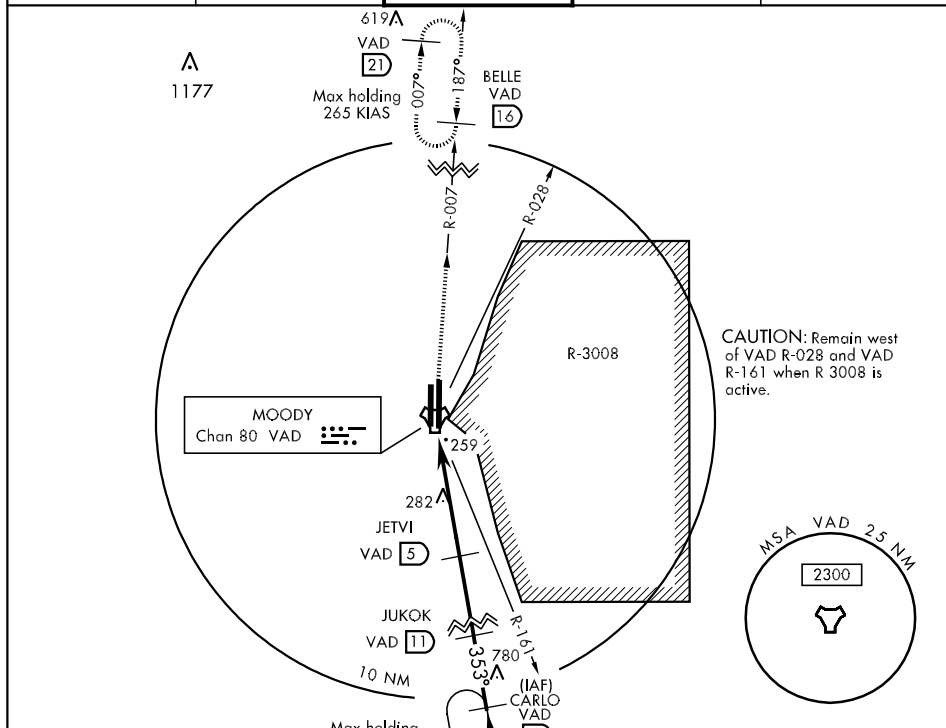
MOODY AFB (KVAD)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ½ miles, CAT DE vis to 1 ½ miles.

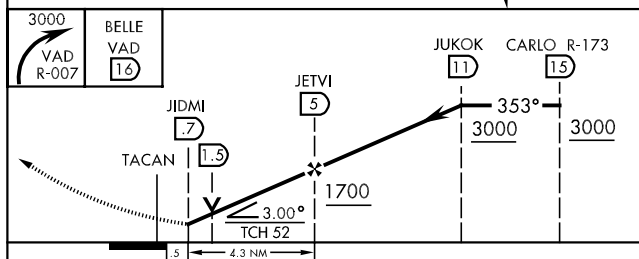


MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

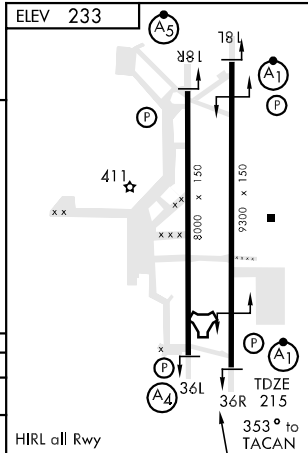
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-36R *	660/24	445 (500-½)	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



10210

AIRPORT DIAGRAM

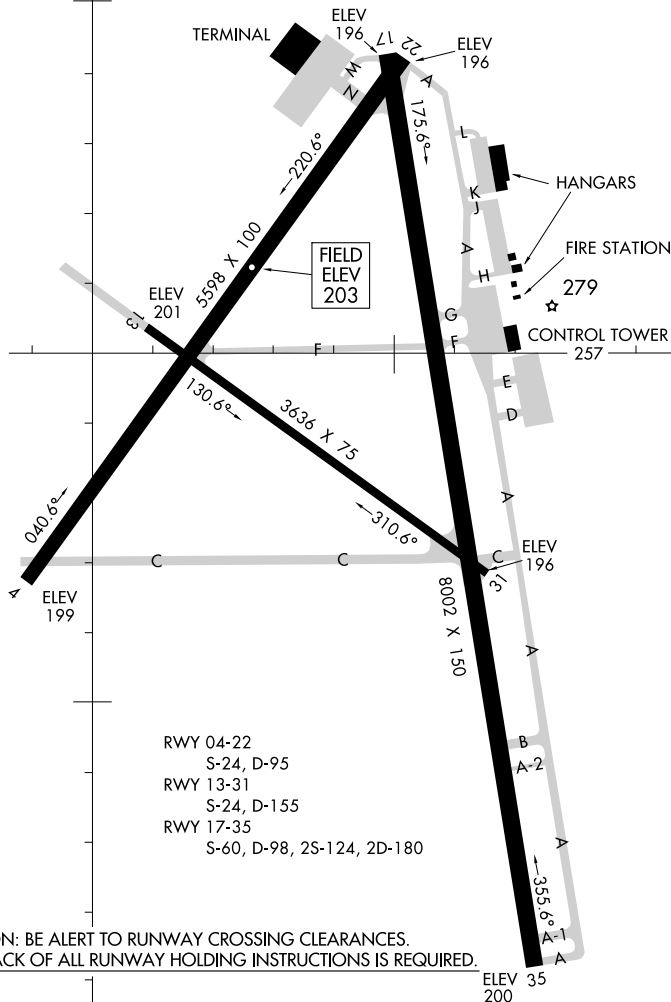
AL-892 (FAA)

VALDOSTA RGNL (VLD)

VALDOSTA, GEORGIA

VALDOSTA TOWER ★
120.9
GND CON
121.7

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

VALDOSTA, GEORGIA
VALDOSTA RGNL (VLD)

VALDOSTA RGNL (VLD) 3 S UTC-5(-4DT) N30°46.88' W83°16.57'

203 B S4 FUEL 100LL, JET A1 + ARFF Index—See Remarks NOTAM FILE VLD

JACKSONVILLE

H-9B, 12F, L-21D, 22J

RWY 17-35: H8002X150 (ASPH-GRVD) S-60, D-98, 2S-124, 2D-180 HIRL

IAP, AD

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 04-22: H5598X100 (ASPH-GRVD) S-24, D-95 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.25° TCH 46'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.25° TCH 51'. Trees.

RWY 13-31: H3636X75 (ASPH) S-24, D-155 MIRL

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended 1000-0200Z±. Contact FBO 229-242-3175. Contract Jet A fuel avbl from FBO for military acft. Class I, ARFF Index A. Index B coverage avbl upon request. Rwy 13-31 CLOSED to air carrier ops with more than 30 passenger seats. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 912-333-1833. Rwy 13-31 northwest 860' not visible from the twr due to trees. When twr clsd ACTIVATE HIRL Rwy 17-35, PAPI Rwy 17 and 35, REIL Rwy 17 and MALSR Rwy 35—CTAF. MIRL Rwy 04-22 and 13-31, PAPI Rwy 04 and 22 and REIL Rwy 04 and 22 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS 126.225 (229) 245-8746.

COMMUNICATIONS: CTAF 120.9 UNICOM 122.95

RCO 122.1R 114.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

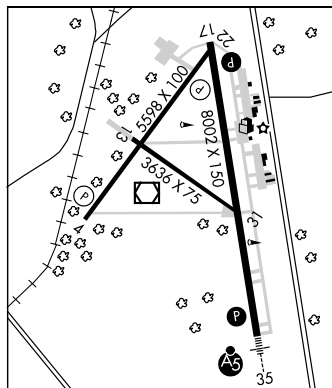
TOWER 120.9 (1200-0400Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VLD.

(H) VOR/DME 114.8 OTK Chan 95 N30°46.83' W83°16.78' at fld. 199/02W.

ILS 110.9 I-VLD Rwy 35. LOC unusable byd 25° left of course and 27° right of course.



VIDALIA RGNL (VDI) 3 SE UTC-5(-4DT) N32°11.56' W82°22.27'

275 B FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE VDI

ATLANTA

H-9B, 12F, L-24H

IAP

RWY 06-24: H6003X100 (CONC) S-30, D-48, 2D-85 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 13-31: H5000X150 (CONC) S-30, D-48, 2D-85

RWY 13: Trees. RWY 31: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300-2300Z±. Self-serve 100LL avbl 24 hrs with credit card. Rwy 13-31 moderately broken and spalled concrete outer rwy edges. PPR for Jet A1+ after hrs, call 912-537-3979 or 912-538-0871. TPA-1275(1000) for light acft, 1775(1500) for heavy acft. HIRL Rwy 06-24 preset med ints dusk-0400Z±, after 0400Z±—CTAF. ACTIVATE MALSR Rwy 24, PAPI Rwy 06 and PAPI Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (912) 538-0219.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

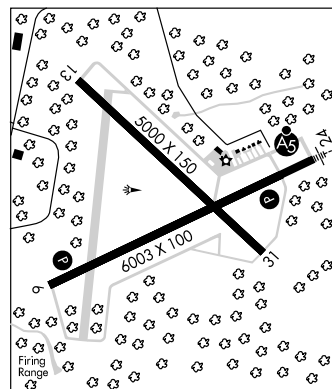
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 138° 32.2 NM to fld. 300/05W. HIWAS.

ONUNY NDB (MHW) 372 UQN N32°13.40' W82°17.89' 248° 4.1 NM to fld.

ILS 110.3 I-VDI Rwy 24.



VIENNA N32°12.81' W83°29.84' NOTAM FILE MCN.

(L) VORTAC 116.5 VNA Chan 112 045° 15.5 NM to Cochran. 300/01E.

RCO 122.1R 116.5T (MACON RADIO)

ATLANTA

L-18J

LOC I-VLD	APP CRS	Rwy Idg	8002
<u>110.9</u>	353°	TDZE	200
		Apt Elev	203

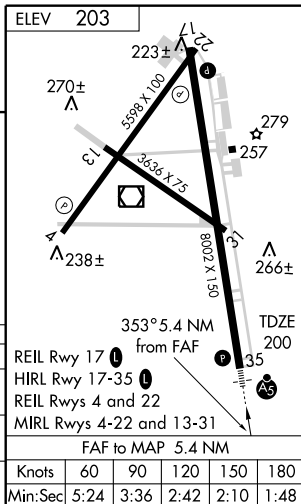
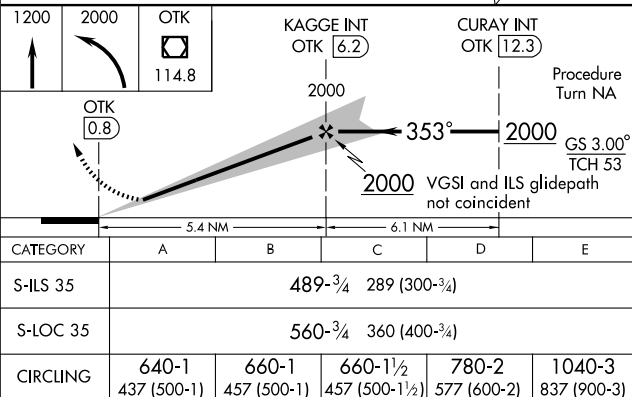
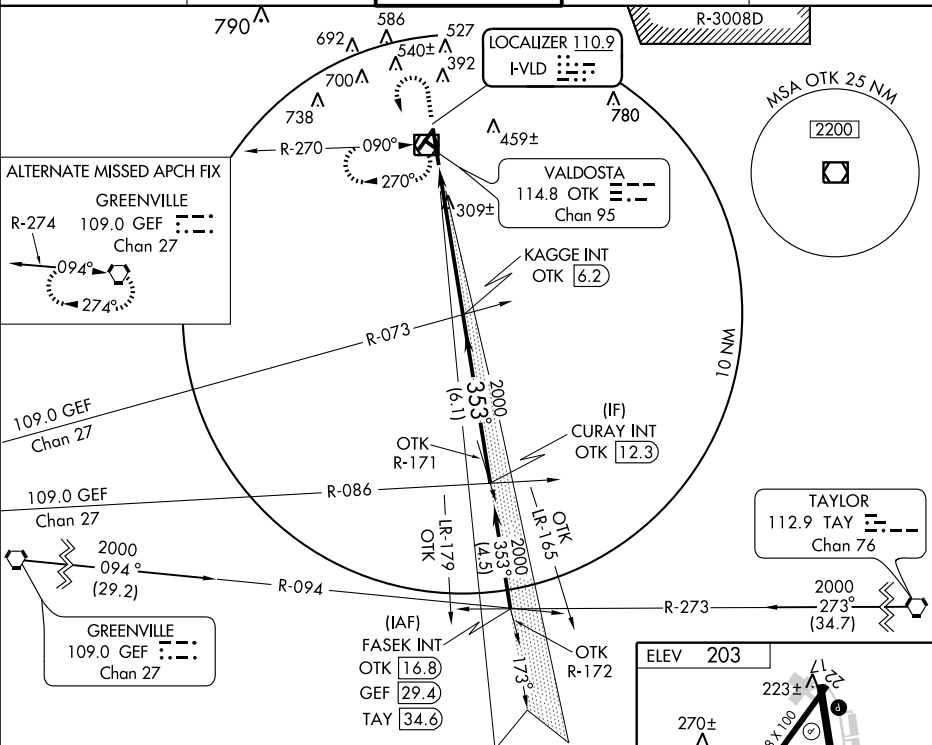
ILS or LOC RWY 35
VALDOSTA RGNL (VLD)

▼ For inoperative MALSR, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1¼ mile. **▲** Visibility reduction by helicopters NA. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 120.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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WAAS CH 87101 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	8002 198 203
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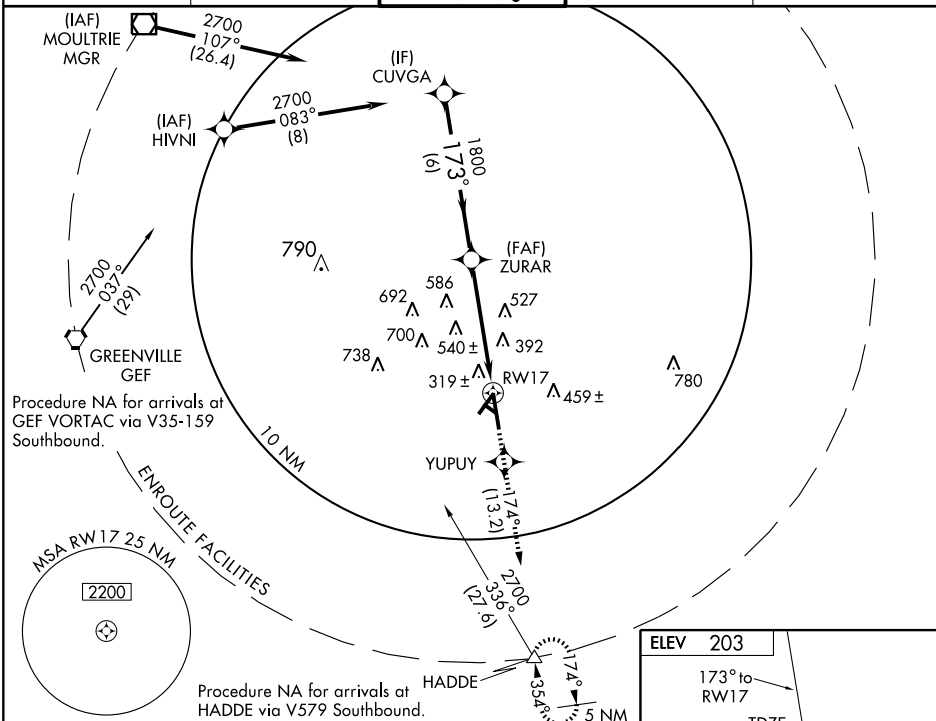
RNAV (GPS) RWY 17

VALDOSTA RGNL (VLD)

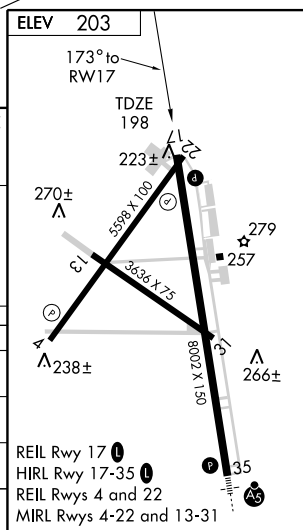
▼ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting.
▲ If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

MISSED APPROACH:
Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 120.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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	CUVGA	ZURAR	YUPUY	HADDE
	2700		2700	174° TRK
Procedure Turn NA	GS 3.00°		*1.7 NM to RW17	*LNAV Only
	TCH 50			
	6 NM	3.1 NM	1.7	
CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)	780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)	
CIRCLING	780-1½ 577 (600-1½)		780-2 577 (600-2)	



WAAS CH 88206 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	8002 200 203
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RNAV (GPS) RWY 35

VALDOSTA RGNL (VLD)

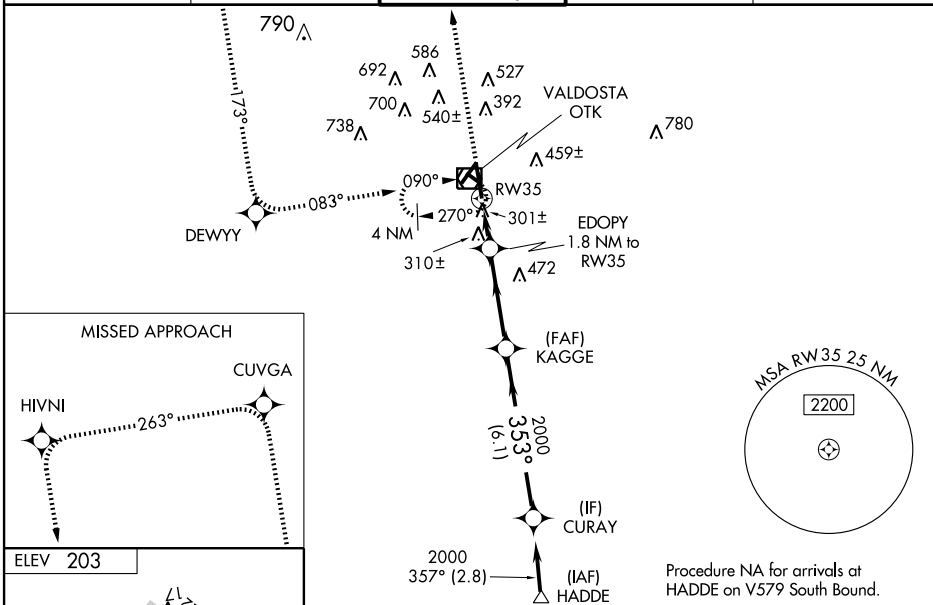


Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.



MISSED APPROACH:
Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 120.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 203	2000 353° (6.1)	(F) KAGGE	(IF) CURAY	(IAF) HADDE	Procedure NA for arrivals at HADDE on V579 South Bound.
2200 CUVGA	263° TRK HIVNI	173° TRK DEWYY	083° TRK OTK	Procedure Turn NA	CURAY
*LNAV only.	EDOPY 1.8 NM to RW35	KAGGE	353°	2000	GS 3.00° TCH 53
1 NM	0.8 NM	3.6 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA		560-¾	360 (400-¾)		
LNAV/VNAV DA		598-¾	398 (400-¾)		
LNAV MDA		560-¾	360 (400-¾)		560-1 360 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)		780-2 577 (600-2)

VOR/DME OTK 114.8 Chan 95	APP CRS 190°	Rwy Idg TDZE 198 Apt Elev 203
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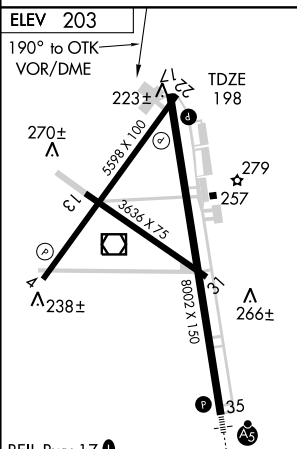
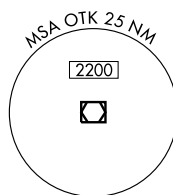
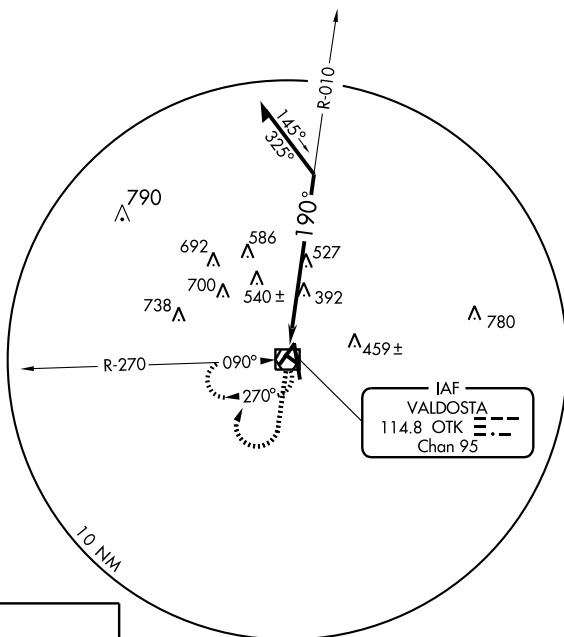
VOR RWY 17

VALDOSTA RGNL (VLD)

▼ Visibility reduction by helicopters NA.
 ▲ VDP NA when using Moultrie altimeter setting.
 ▲ If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet.

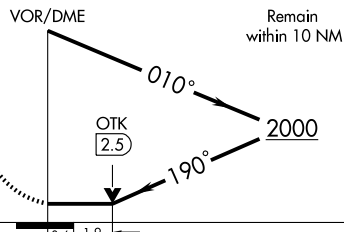
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 120.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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REIL Rwy 17 0
 HIRL Rwy 17-35 0
 REIL Rwy 4 and 22
 MIRL Rwy 4-22 and 13-31

1500	2000	OTK
↑	↪	114.8



CATEGORY	A	B	C	D
S-17	840-1 642 (700-1)		840-1¾ 642 (700-1¾)	840-2 642 (700-2)
CIRCLING	840-1 637 (700-1)		840-1¾ 637 (700-1¾)	840-2 637 (700-2)

VOR/DME OTK 114.8 Chan 95	APP CRS 338°	Rwy Idg TDZE 200 Apt Elev 203	8002
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VOR RWY 35

VALDOSTA RGNL (VLD)

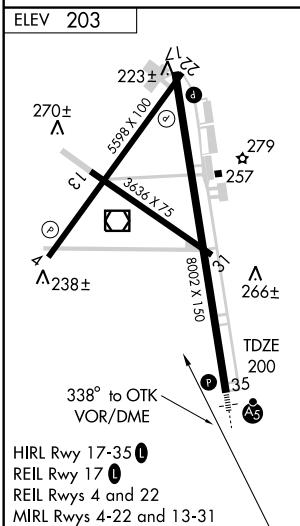
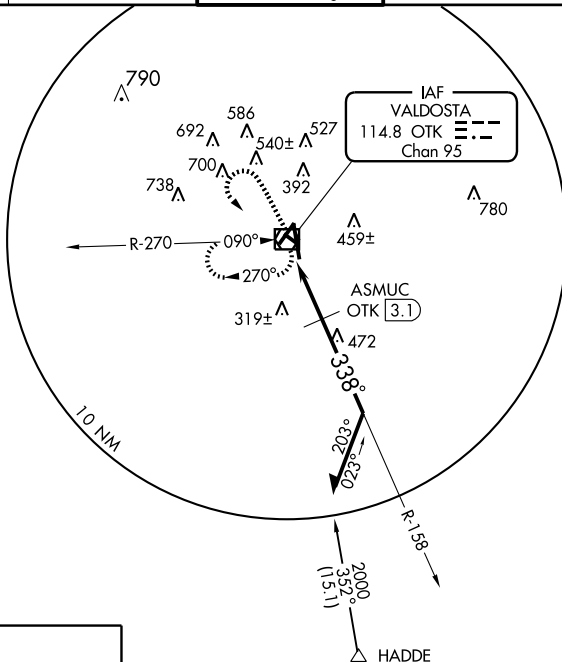
For inoperative MALS, increase S-35 Cats A/B visibility to 1 mile. ASMUC fix minimums: increase S-35 Cats A/B/C visibility to 1 mile and Cat D to 1½ mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.



MALS

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 120.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 203	1200	2000	OTK 114.8	VOR/DME	Remain within 10 NM
				158°	338° 1800
				OTK 1.9	ASMUC OTK 3.1
				780*	
				0.8 1 NM	1.3 NM
* 880 when using Moultrie altimeter setting.					
CATEGORY	A	B	C	D	
S-35	780-¾	580 (600-¾)	780-1 580 (600-1)	780-1¼ 580 (600-1¼)	
CIRCLING	780-1	577 (600-1)	780-1½ 577 (600-1½)	780-2 577 (600-2)	
ASMUC FIX MINIMUMS					
S-35	580-¾	380 (400-¾)		580-1 380 (400-1)	
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	

VALDOSTA RGNL (VLD) 3 S UTC-5(-4DT) N30°46.88' W83°16.57'

203 B S4 FUEL 100LL, JET A1 + ARFF Index—See Remarks NOTAM FILE VLD

JACKSONVILLE

H-9B, 12F, L-21D, 22J

RWY 17-35: H8002X150 (ASPH-GRVD) S-60, D-98, 2S-124, 2D-180 HIRL

IAP, AD

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 04-22: H5598X100 (ASPH-GRVD) S-24, D-95 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.25° TCH 46'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.25° TCH 51'. Trees.

RWY 13-31: H3636X75 (ASPH) S-24, D-155 MIRL

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended 1000-0200Z±. Contact FBO 229-242-3175. Contract Jet A fuel avbl from FBO for military acft. Class I, ARFF Index A. Index B coverage avbl upon request. Rwy 13-31 CLOSED to air carrier ops with more than 30 passenger seats. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 912-333-1833. Rwy 13-31 northwest 860' not visible from the twr due to trees. When twr clsd ACTIVATE HIRL Rwy 17-35, PAPI Rwy 17 and 35, REIL Rwy 17 and MALSR Rwy 35—CTAF. MIRL Rwy 04-22 and 13-31, PAPI Rwy 04 and 22 and REIL Rwy 04 and 22 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS 126.225 (229) 245-8746.

COMMUNICATIONS: CTAF 120.9 UNICOM 122.95

RCO 122.1R 114.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

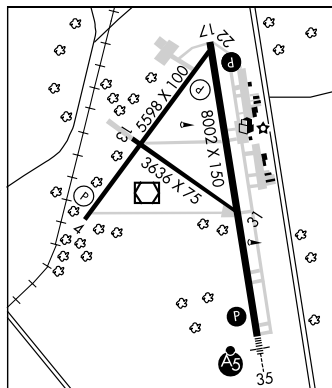
TOWER 120.9 (1200-0400Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VLD.

(H) VOR/DME 114.8 OTK Chan 95 N30°46.83' W83°16.78' at fld. 199/02W.

ILS 110.9 I-VLD Rwy 35. LOC unusable byd 25° left of course and 27° right of course.



VIDALIA RGNL (VDI) 3 SE UTC-5(-4DT) N32°11.56' W82°22.27'

275 B FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE VDI

ATLANTA

H-9B, 12F, L-24H

RWY 06-24: H6003X100 (CONC) S-30, D-48, 2D-85 HIRL

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 13-31: H5000X150 (CONC) S-30, D-48, 2D-85

RWY 13: Trees. RWY 31: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300-2300Z±. Self-serve 100LL avbl 24 hrs with credit card. Rwy 13-31 moderately broken and spalled concrete outer rwy edges. PPR for Jet A1+ after hrs, call 912-537-3979 or 912-538-0871. TPA—1275(1000) for light acft, 1775(1500) for heavy acft. HIRL Rwy 06-24 preset med ints dusk-0400Z±, after 0400Z±—CTAF. ACTIVATE MALSR Rwy 24, PAPI Rwy 06 and PAPI Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (912) 538-0219.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

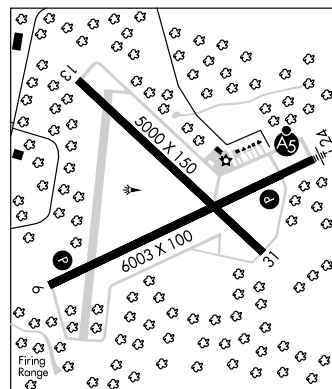
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 138° 32.2 NM to fld. 300/05W. HIWAS.

ONUNY NDB (MHW) 372 UQN N32°13.40' W82°17.89' 248° 4.1 NM to fld.

ILS 110.3 I-VDI Rwy 24.



VIENNA N32°12.81' W83°29.84' NOTAM FILE MCN.

(L) VORTAC 116.5 VNA Chan 112 045° 15.5 NM to Cochran. 300/01E.

ATLANTA

L-18J

RCO 122.1R 116.5T (MACON RADIO)

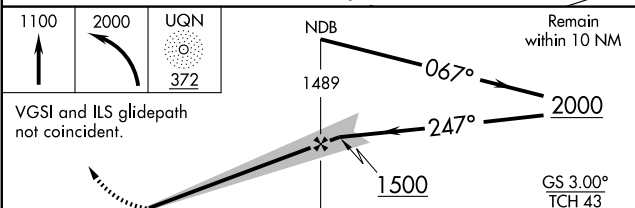
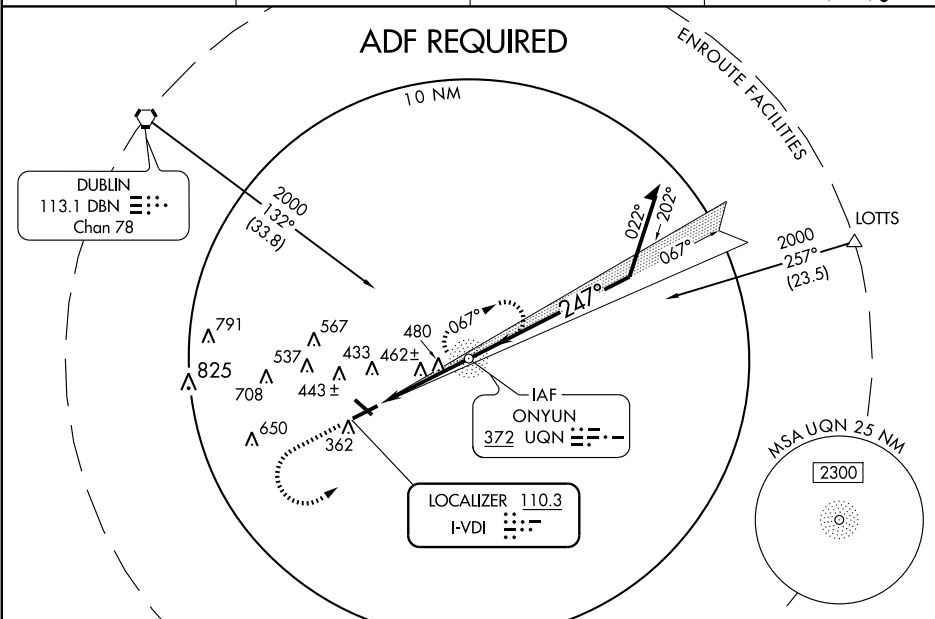
LOC I-VDI 110.3	APP CRS 247°	Rwy Idg TDZE Apt Elev	6003 274 275
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ILS or LOC/NDB RWY 24

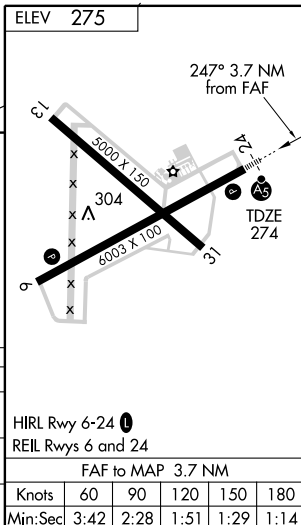
VIDALIA RGNL (VDI)

<div><div><div>▼</div><div>▲ NA</div></div><div>When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility ½ mile and circling Cat C ¼ mile and Cat D ½ mile.</div></div>	<div><div><div>MALSR</div><div><div>AS</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div>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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 24	474-½ 200 (200-½)			
S-LOC 24	740-½ 466 (500-½)	740-¾ 466 (500-¾)	740-1 466 (500-1)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)	780-1½ 505 (600-1½)	920-2 645 (700-2)	920-2 645 (700-2)



RNAV (GPS) RWY 24

VIDALIA RGNL (VDI)

WAAS CH 69609 W24A	APP CRS 247°	Rwy Idg TDZE Apt Elev	6003 274 275
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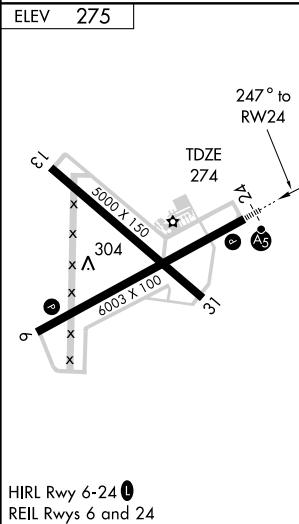
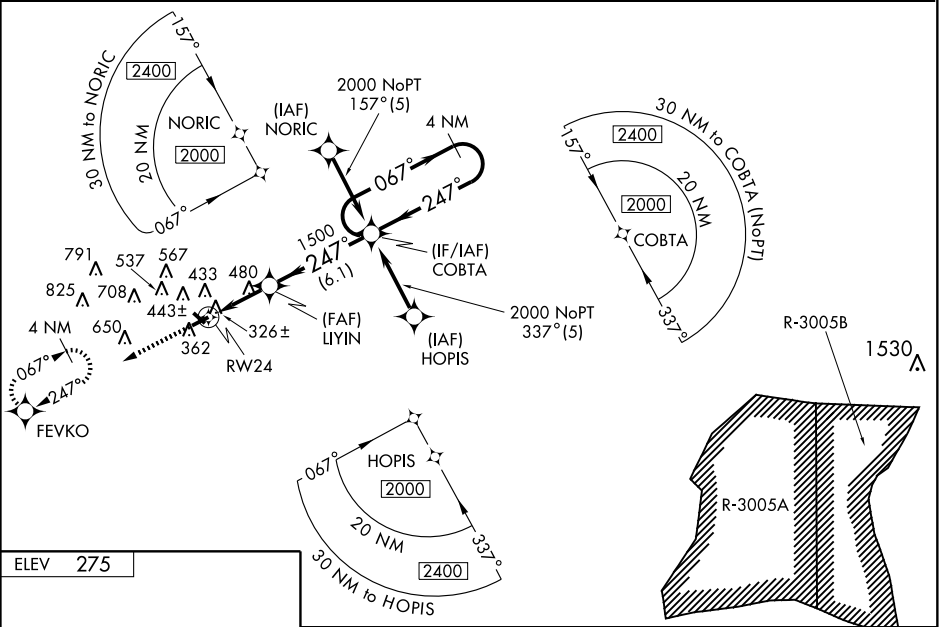
T
A

When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

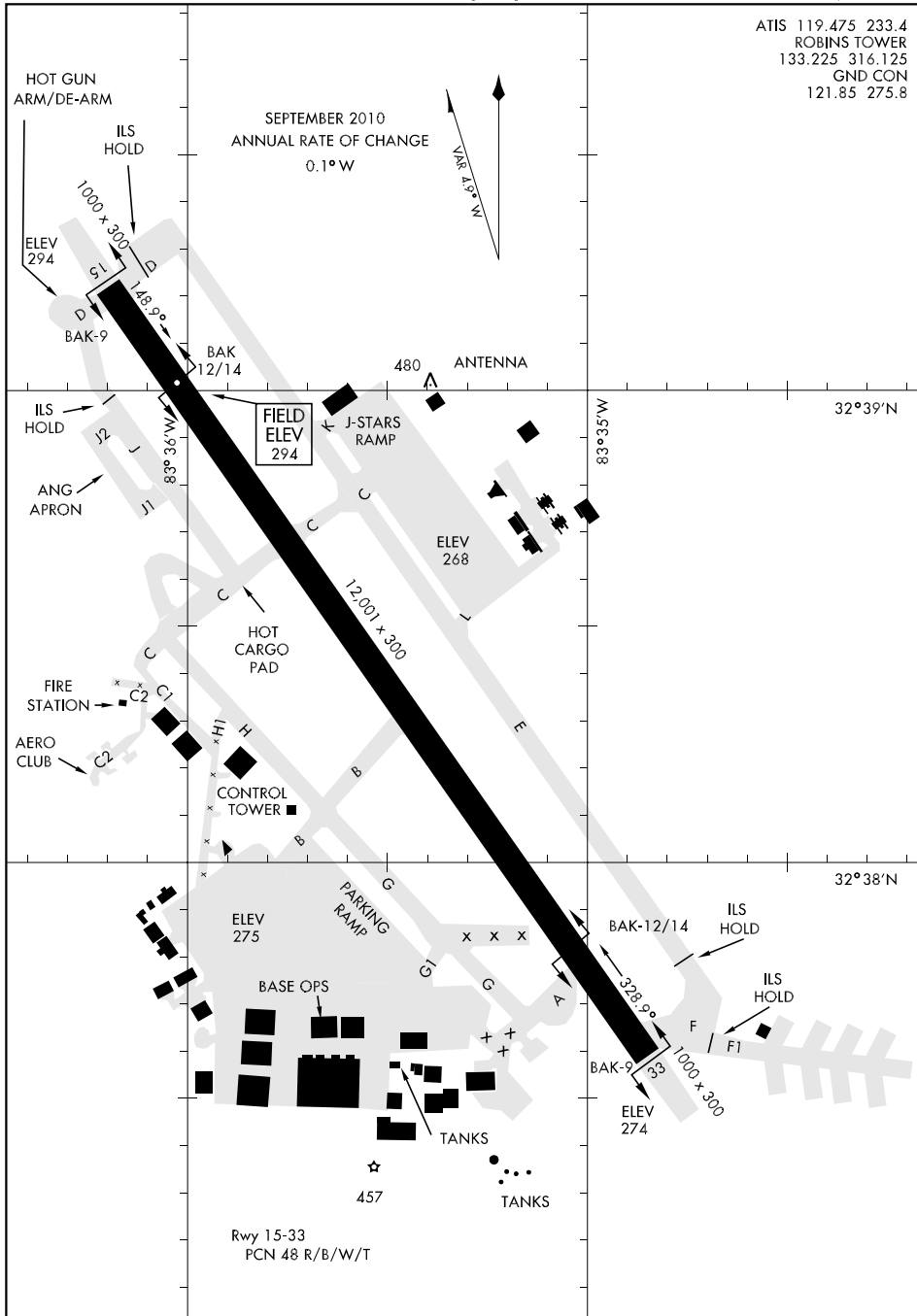


MISSED APPROACH:
Climb to 2000 direct
FEVKO and hold.

AWOS-3 119.925	JACKSONVILLE CENTER 132.3 290.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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2000 ↑	FEVKO ✦				
CATEGORY		A	B	C	D
LPV DA		564-½		290 (300-½)	
LNAV/ VNAV DA		772-1¼		498 (500-1¼)	
LNAV MDA		780-½	506 (600-½)	780-1	506 (600-1)
CIRCLING		780-1	505 (600-1)	780-1½ 505 (600-1½)	840-2 565 (600-2)



SE-4. 21 OCT 2010 to 18 NOV 2010

REIDSVILLE

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ) 3 SW UTC-5(-4DT) N32°03.54' W82°09.10' ATLANTA

195 B FUEL 100LL NOTAM FILE MCN

RWY 11-29: H3802X75 (ASPH) S-30 MIRL 0.6% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 28'.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Unattended. Self svc fuel 24 hr. Arpt bcn OTS indef.

ACTIVATE PAPI Rwy 11 and 29—CTAF. MIRL Rwy 11-29 preset low ints dusk-0230Z†; to increase ints and ACTIVATE after 0230Z†—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

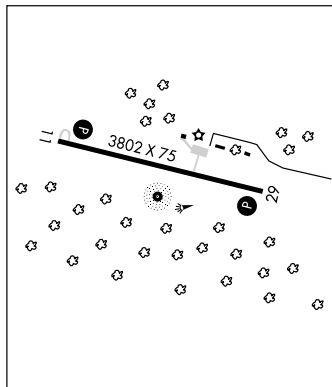
RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 030 36.2 NM to fld. 200/00E. HIWAS.

PRISON NDB (MHW) 424 RVJ N32°03.46' W82°09.14' at fld.

NOTAM FILE MCN.



RICHARD B. RUSSELL (See ROME)

ROBINS AFB (WRB)(KWRB) AF (ANG AFRC) 10 SE UTC-5(-4DT) N32°38.41' W83°35.51' ATLANTA

294 B Class I, ARFF Index A NOTAM FILE WRB Not insp.

H-9B, 12F, L-18J

RWY 15-33: H12001X300 (PEM) PCN 48 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1 PAPI(P4L). RWY 33: ALSF2. PAPI(P4L). Rgt tfc.

ARRESTING GEAR/SYSTEM

RWY 15 HOOK BAK-9(B) (48' OVRN) BAK-14 BAK12B(B) (1926')

BAK-14 BAK-12B(B) (1651') HOOK BAK-9(B) (37' OVRN) RWY 33

MILITARY SERVICE: A-GEAR BAK-12B—extension. BAK-9(B) Disconnected on apch end. LGT All rwy thld gated.

JASU 2(A/M-60) 9(A/M323A-86).

FUEL J8 FLUID SP PRESAIR LHOX LOX LHNIT OIL O-148-156 SOAP Avbl weekdays 1200-1900Z†. TRAN

ALERT Opr weekdays 1100-0200Z†, weekends 1300-2100Z† and clsd hol. Fleet svc not avbl. Tran acft not allowed when tran alert not avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all acft, ctc Base OPS DSN 468-2114, C478-926-2114, fax extension 7480. PPR will be good for +/- 1 hr. Coordination of PPR outside of block time by phone rqr or will be considered cancelled. Base OPS opr 24 hr. **CAUTION** On apch Rwy 15, do not mistake Middle Georgia Rgnl Arpt 3.3 NM NW for Robbins AFB. All arrival/dep helicopter using helipad exercise caution, uncontrolled vehicle opr on twy N of helipad. 3 lgt Tw tvr 6.5 NM NE 1212'. Bird Watch Condition Phase II from Sep thru Feb from SR-30 to SR+60 and SS-30 to SS+60, dates are subject to change with the migratory season. See NOTAMS for updates. **NS ABTMT** Strict adherence to procedure, acft rstd to full stop only between 0400-1100Z†. **CSTMS/AG/IMG** CSTMS, AG on call with 2 hr prior notice rqr. US military personnel and dependents only. **MISC** Dep acft do not turn on transponder until entering rwy. Acft with VIP ctc PTD 30 minutes prior with firm block time. Standard USAF RSRs applied. **ANG** Opr Mon-Fri 0900-0400Z†, exc hol, DSN 241-2313, C478-2313.

COMMUNICATIONS: SFA ATIS 119.475 233.4 PTD 134.1 372.2

Ⓡ ATLANTA APP/DEP CON 124.2 279.6 (blo 7000') 119.6 388.2 (7000' and abv) (1200-0500Z†), other times ctc

Ⓡ ATLANTA CENTER APP/DEP CON 134.5 360.75

TOWER 133.225 316.125 GND CON 121.85 275.8 PMSV METRO 349.85 (Remote briefing svc avbl 26 OWS Barksdale AFB DSN 331-2651/2652/2653, C318-529-2651/2652/2653, or toll free C866-223-9328. Full

svc 24 hr.) 116 ANG OPS (PEACH OPS) 293.525 ARNG OPS 36.10 327.2 MAINT CONTROL CENTER (EAGLE CONTROL) 225.925 (Robins ALC—Maintenance acft only, not for relay of svc passenger cargo pickup req.)

AFMC COMD POST (BLACK KNIGHT CONTROL) 311.0 AFRC COMD POST (GUNRUNNER) 372.175

AIRSPACE: TRSA svc ctc ATLANTA APP CON 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' 136° 4.2 NM to fld. 381/1E.

ILS 111.7 I-RJM Rwy 15.

ILS 110.1 I-WRB Rwy 33.

ROME N34°09.75' W85°07.17' NOTAM FILE RMG.

ATLANTA

(H) VORTACW 115.4 RMG Chan 101 188° 8.7 NM to Cornelius-Moore. 1150/01E. HIWAS.

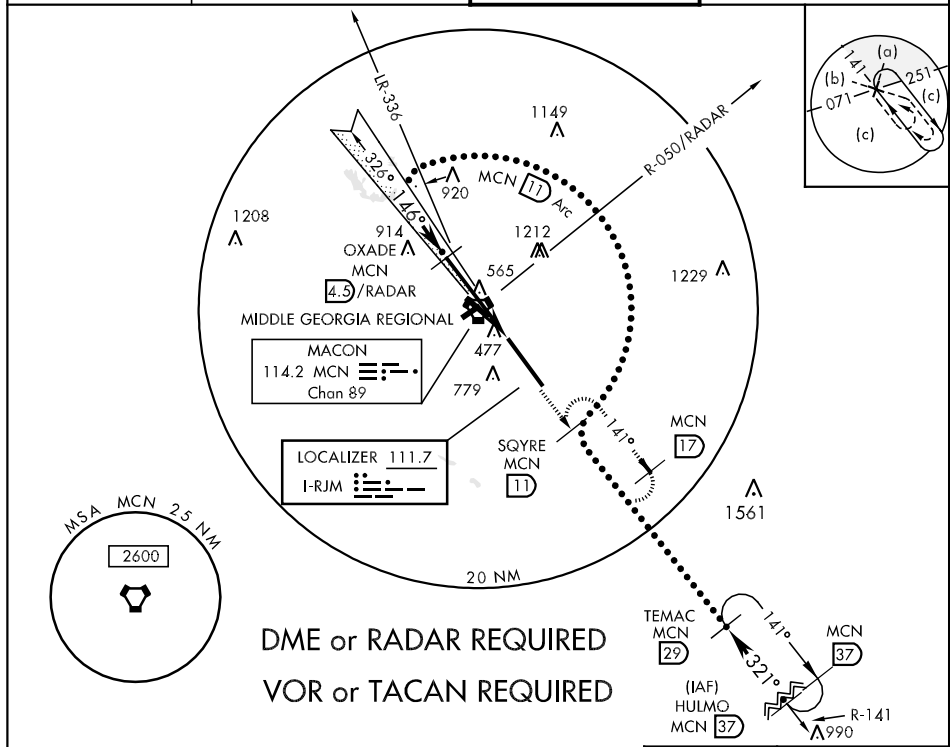
H-9A, 12F, L-18J

RCO 122.3 (MACON RADIO)

LOC I-RJM 111.7	APCH CRS 146°	Rwy ldg 12,001 TDZE 294 Arpt Elev 294	JAL-442 [USAF]	ROBINS AFB (KWRB)
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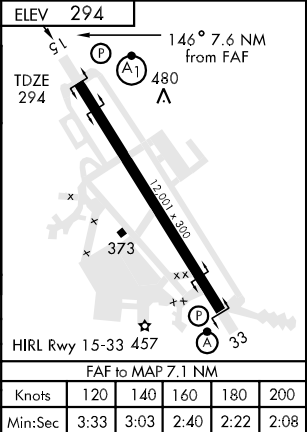
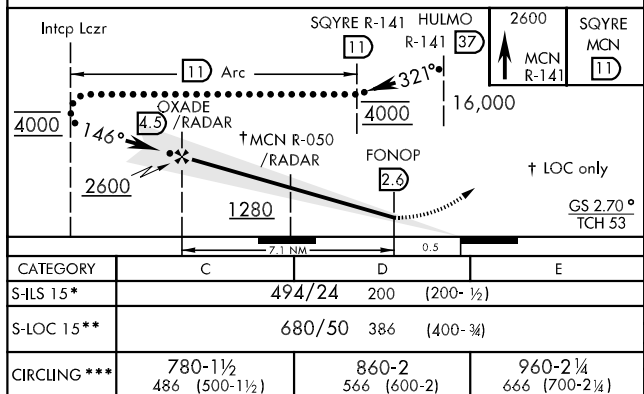
<p>*When ALS inop, increase RVR to 40 and vis to ¾ mile.</p> <p>**When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.</p> <p>***Circling not authorized W of Rwy 15-33.</p>	<p>ALS-1</p>	<p>MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.</p>
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<p>ATIS 119.475 233.4</p>	<p>ATLANTA APP CON 124.2 279.6</p>	<p>ROBINS TOWER 133.225 316.125</p>	<p>GND CON 121.85 275.8</p>
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DME or RADAR REQUIRED
VOR or TACAN REQUIRED

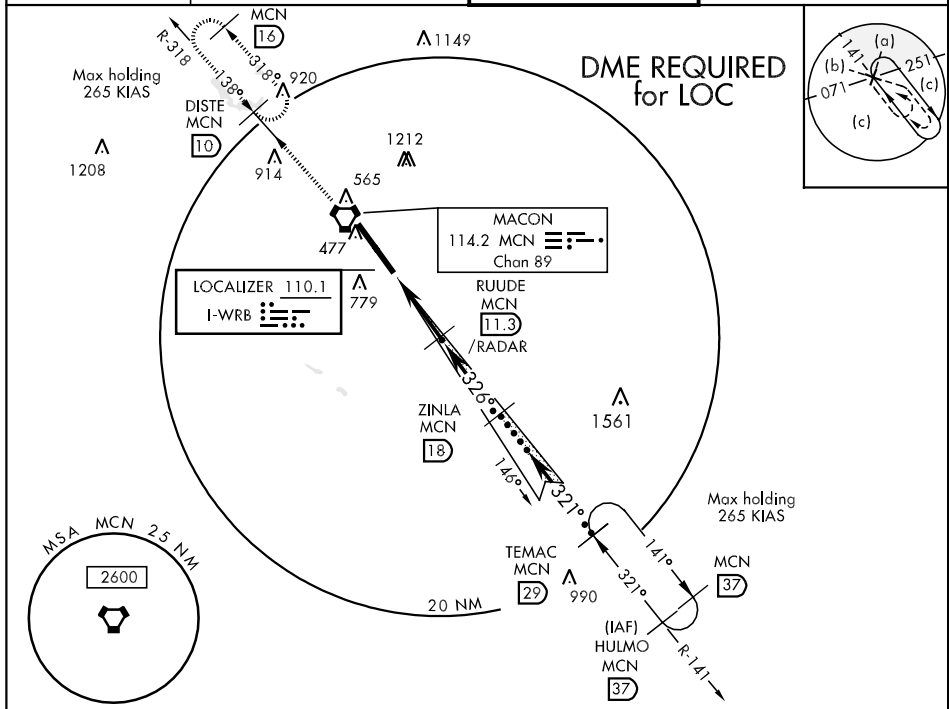
EMERG SAFE ALT 100 NM 3700



LOC I-WRB 110.1	APCH CRS 326°	Rwy ldg TDZE 12,001 Arpt Elev 275 294	JAL-442 [USAF]	ROBINS AFB (KWRB)
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<p>* When ALS inop, increase RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p> <p>*** Circling not authorized W of Rwy 15-33.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.</p>
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<p>ATIS</p> <p>119.475 233.4</p>	<p>ATLANTA APP CON</p> <p>124.2 279.6</p>	<p>ROBINS TOWER</p> <p>133.225 316.125</p>	<p>GND CON</p> <p>121.85 275.8</p>
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<p>EMERG SAFE ALT 100 NM 3700 FROM "MCN" VORTAC</p>				<p>ELEV 294</p>			
2600	MCN	MCN R-318	RUUDE 11.3 /RADAR	ZINLA Intcp Lczt 18	HULMO R-141 37	16,000	TDZE 275
VORTAC	BOLGE 5.7	6.4	326°	2600	GS 2.52° TCH 54		
<p>0.6 5.6 NM</p>							
CATEGORY	C	D	E				
S-ILS 33 *	475/24	200	(200-½)				
S-LOC/ DME 33 **	680/40 405	(400-¾)	680/50 405 (400-1)				
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)				
				<p>LOC FAF to MAP 5.6 NM</p>			
				<p>Knots 120 140 160 180 200</p>			
				<p>Min:Sec 2:48 2:24 2:06 1:52 1:41</p>			

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy ldg 12,001 TDZE 294 Arpt Elev 294
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JAL-442 [USAF]

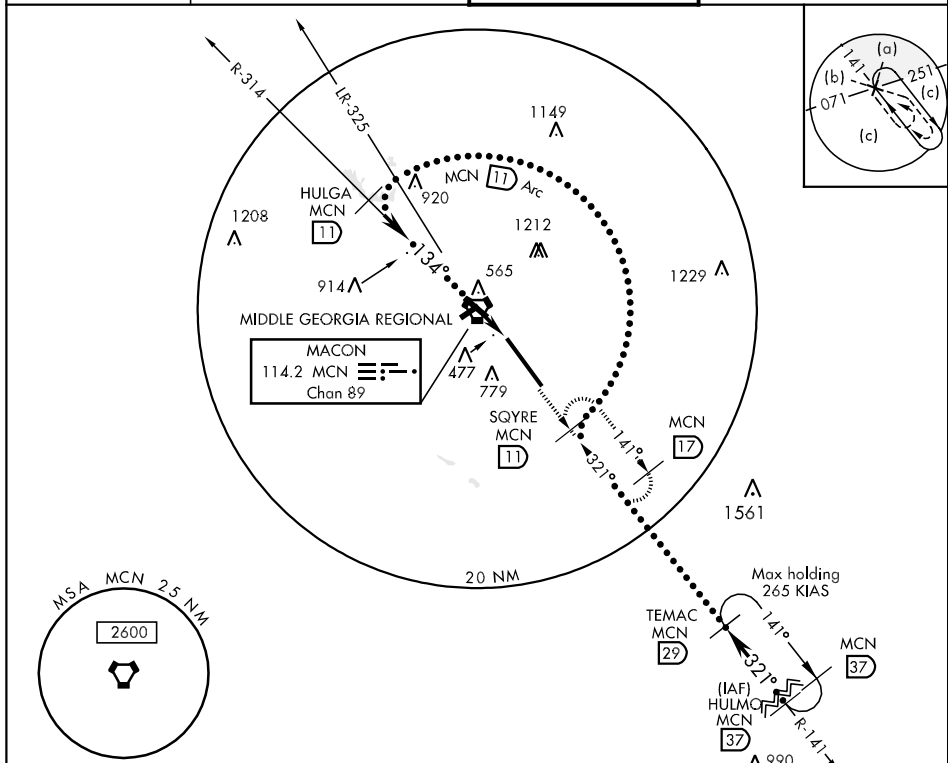
ROBINS AFB (KWRB)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized W of Rwy 15-33.

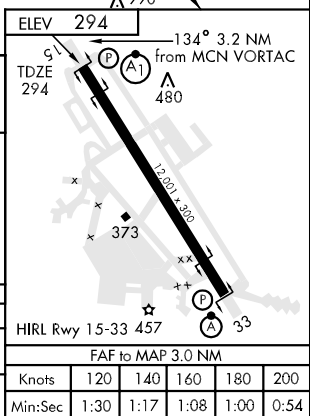
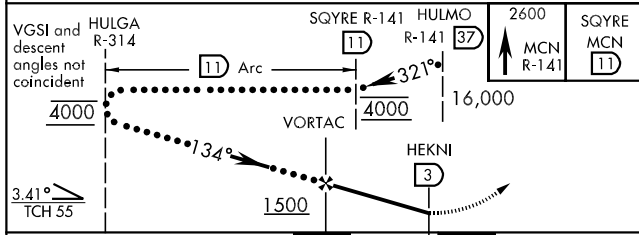


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

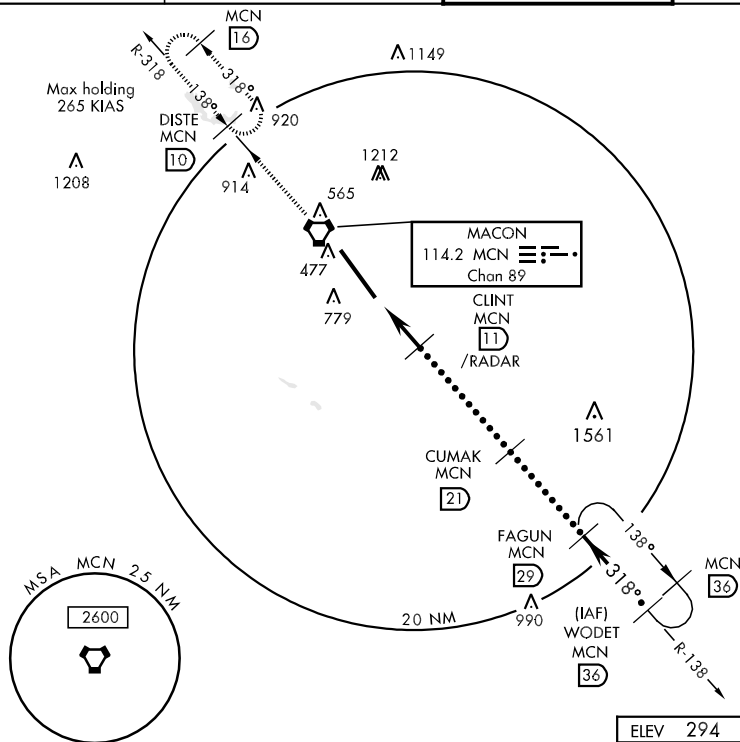
FAF to MAP 3.0 NM					
Knots	120	140	160	180	200
Min:Sec	1:30	1:17	1:08	1:00	0:54

HI-VOR/DME or TACAN RWY 33

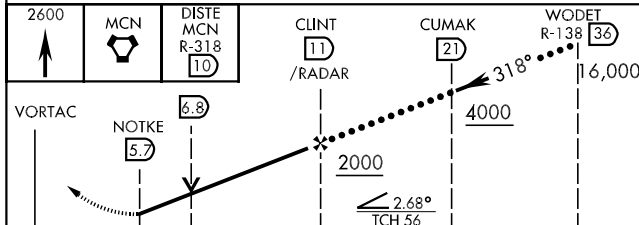
ROBINS AFB (KWRB)

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

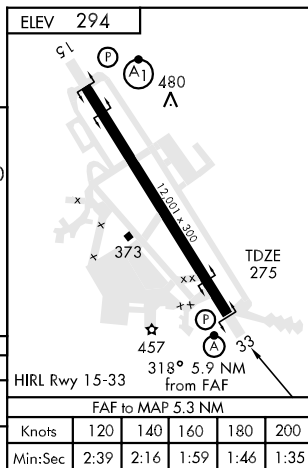
GND CON
121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC



	0.6	5.3 NM	
CATEGORY	C	D	E
S-33 *	780/50	505 (500-1)	780/60 505 (500-1¼)
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



ROBINS AFB (KWRB)

Amdt 3 10266

HI-VOR/DME or TACAN RWY 33

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LOC I-RJM 111.7	APCH CRS 146°	Rwy Idg 12,001 TDZE 294 Arpt Elev 294
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AL-442 [USAF]

ROBINS AFB (KWRB)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.

**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.

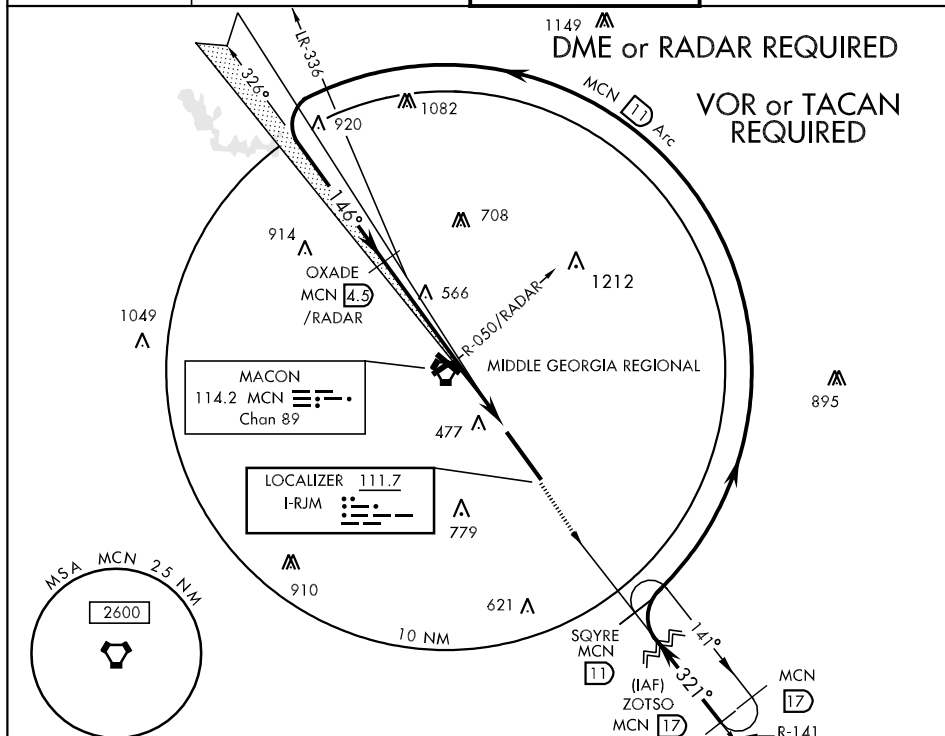
***Circling not authorized W of Rwy 15-33.

ALSF-1

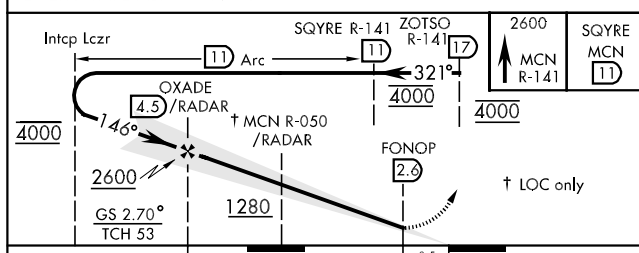


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

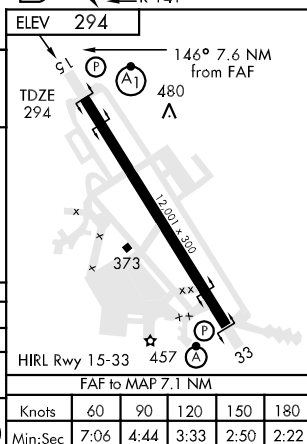
ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 15*	494/24	200	(200-½)		
S-LOC/ DME 15	680/24 386 (400-½)		680/40 386 (400-¾)		
CIRCLING ***	780-1 486 (500-1)	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)	



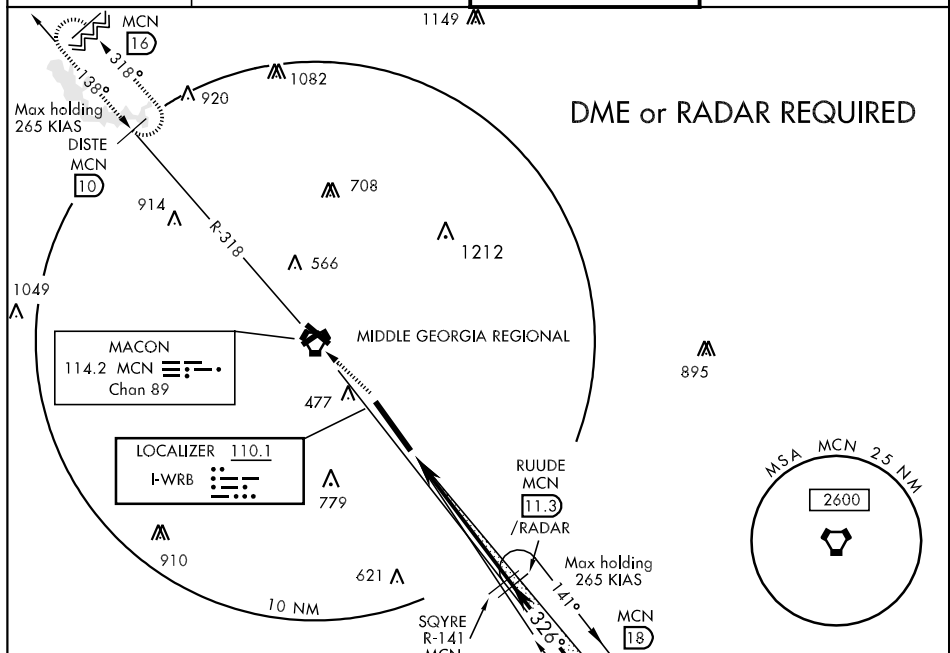
LOC I-WRB 110.1	APCH CRS 326°	Rwy Idg 12,001 TDZE 275 Arpt Elev 294	AL-442 [USAF]	ROBINS AFB (KWRB)
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* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile.
 CAT CD RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.
 *** Circling not authorized W of Rwy 15-33.

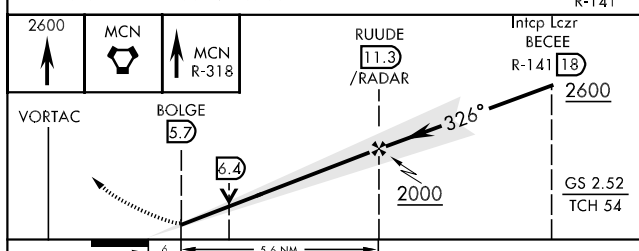


MISSED APPROACH: To 2600
to MCN VORTAC then out MCN
R-318 to DISTE and hold.

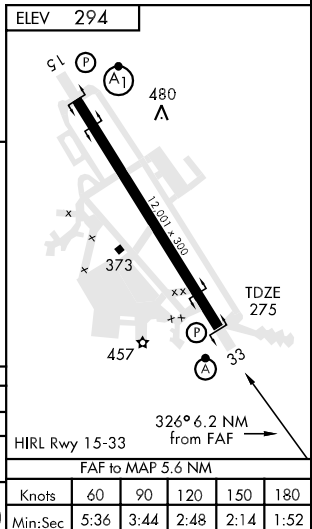
ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24		200	(200- $\frac{1}{2}$)	
S-LOC/ ** DME 33	680/24	405 (400- $\frac{1}{2}$)	680/40	405 (400- $\frac{3}{4}$)	680/50 405 (400-1)
CIRCLING ***	780-1	486 (500-1)	780-1 $\frac{1}{2}$ 486 (500-1 $\frac{1}{2}$)	860-2 566 (600-2)	960-2 $\frac{1}{4}$ 666 (700-2 $\frac{1}{4}$)



APCH CRS **146°**
 Rwy ldg **12,001**
 TDZE **294**
 Arpt Elev **294**

AL-442 [USAF]

ROBINS AFB (KWRB)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles,
 CAT D vis to 1¾ miles.

** Circling not authorized W of Rwy 15-33.

ALSF-1



MISSED APPROACH: Climb to 2600 direct
 LETIC WPT and hold.

ATIS

119.475 233.4

ATLANTA APP CON

124.2 279.6

ROBINS TOWER

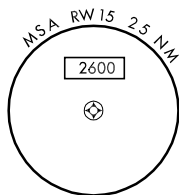
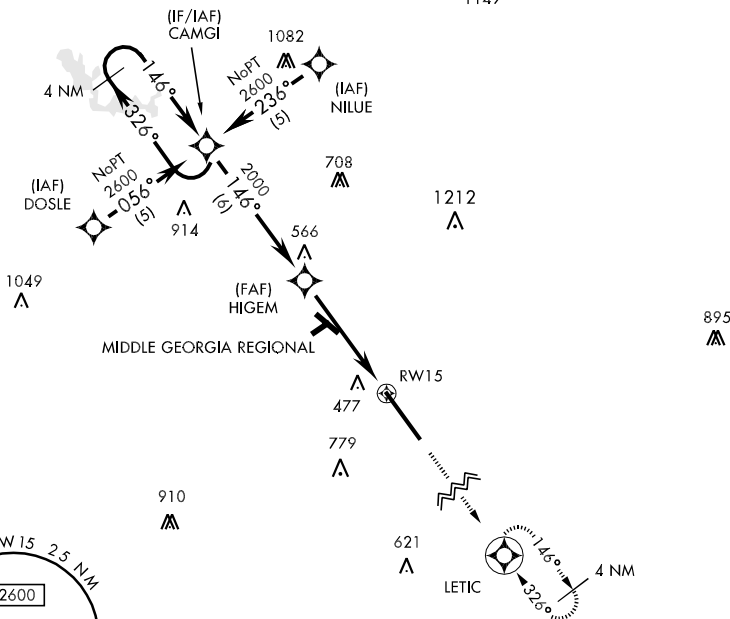
133.225 316.125

GND CON

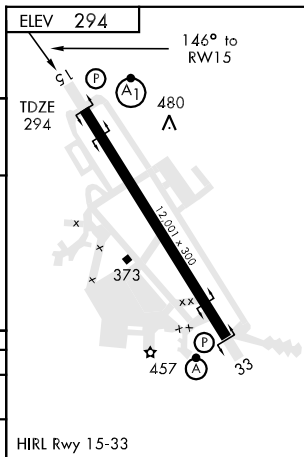
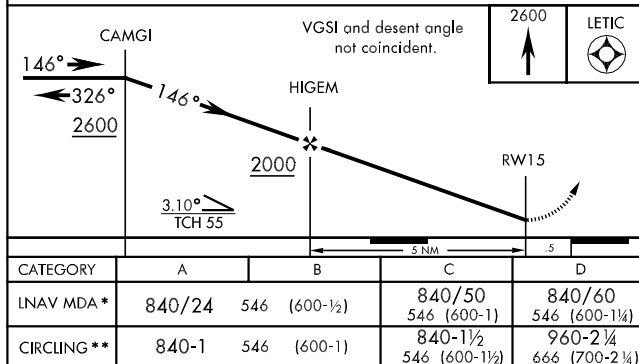
121.85 275.8

DME/DME RNP-0.3 NA.

1149



EMERG SAFE ALT 100 NM 3700 FROM RWY15



APCH CRS **326°** Rwy ldg **12,001**
 TDZE **275**
 Arpt Elev **294**

AL-442 [USAF]

ROBINS AFB (KWRB)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

** Circling not authorized W of Rwy 15-33.



MISSED APPROACH: Turn right climb to 2600 direct LETIC WPT and hold.

ATIS
119.475 233.4

ATLANTA APP CON
124.2 279.6

ROBINS TOWER
133.225 316.125

GND CON
121.85 275.8

DME/DME RNP-0.3 NA.

1212

914

566

895

MIDDLE GEORGIA REGIONAL

477

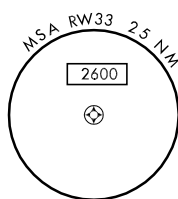
RW33

779

621

(FAF)
JALGA(IAF)
ZAPIDNoPT
2600
056
(5)NoPT
2600
236
(5)(IAF)
NEXIE(IF/IAF)
LETIC

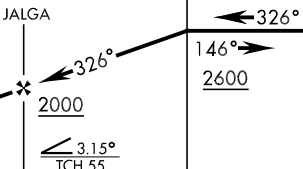
4 NM



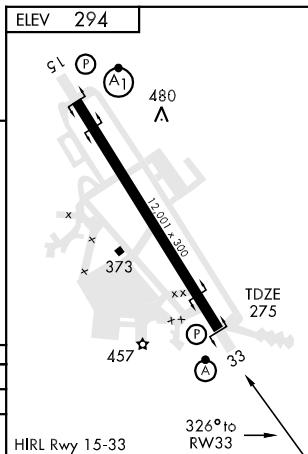
EMERG SAFE ALT 100 NM 3700 FROM RW33



VGSi and descent
 angle not coincident



CATEGORY	A		B		C		D	
LNAB MDA *	780/24	505	(500-½)		780/50	505	(500-1)	
CIRCLING **	780/50	505	(500-1)		780-1½	860-2		
					486 (500-1½)	566 (600-2)		



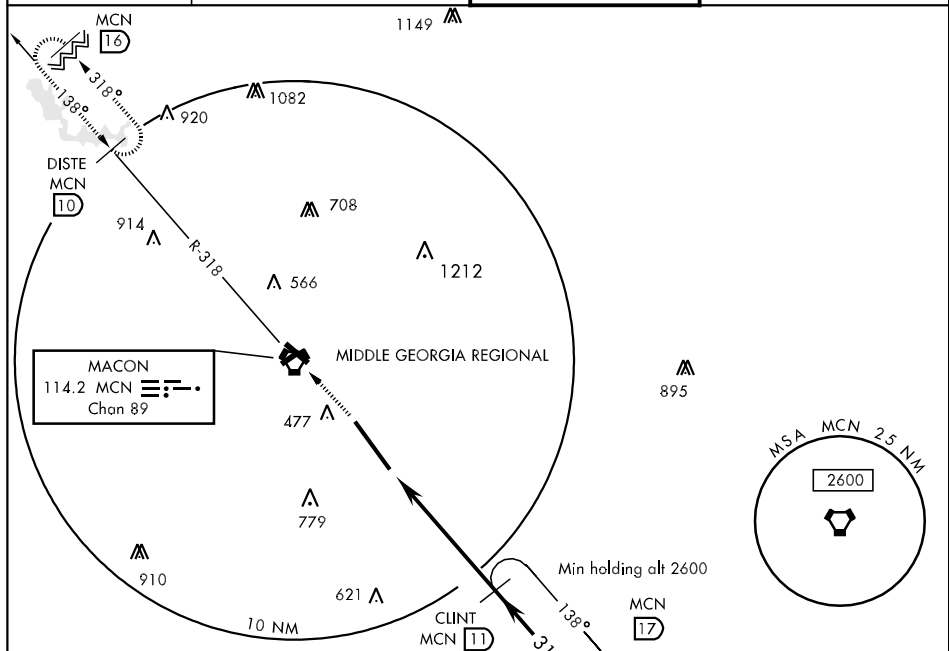
VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy Idg 12,001 TDZE 275 Arpt Elev 294	AL-442 [USAF]	ROBINS AFB (KWRB)
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- * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
- ** Circling not authorized W of Rwy 15-33.

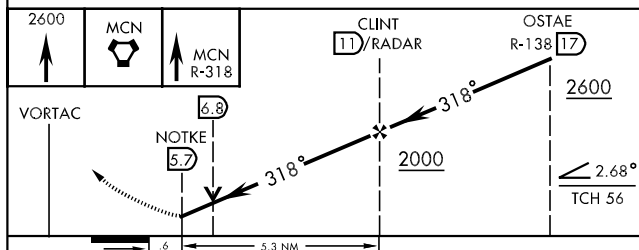


MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

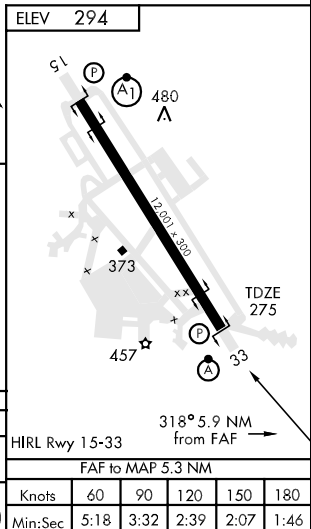
ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-33*	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING**	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy Idg 12,001 TDZE 275 Arpt Elev 294
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AL-442 [USAF]

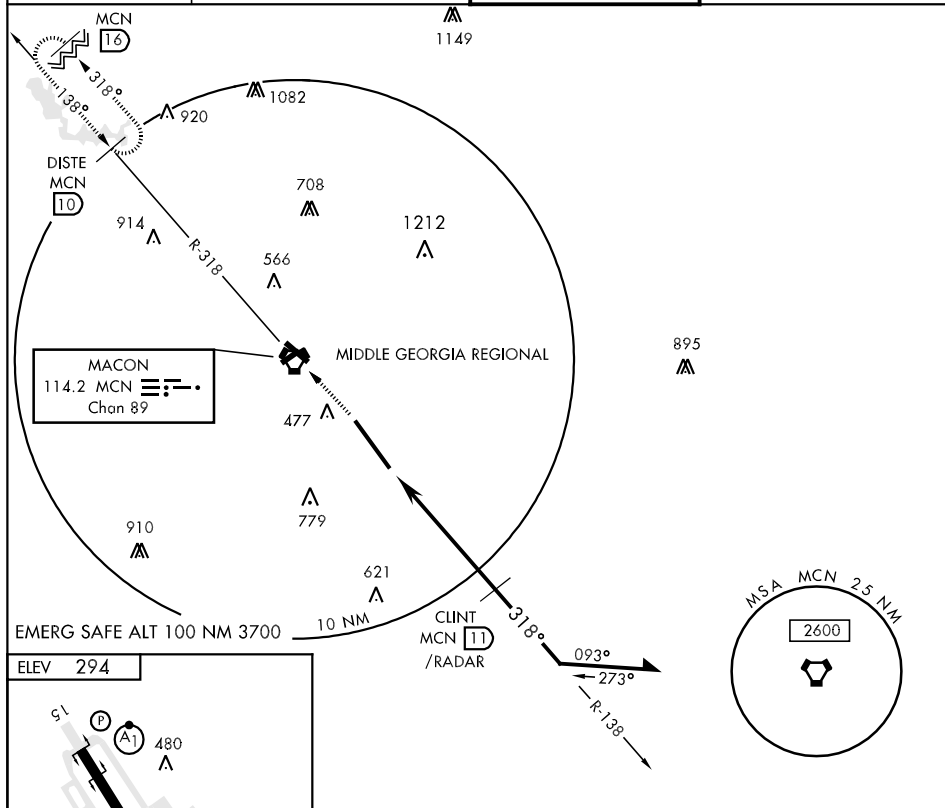
ROBINS AFB (KWRB)

- * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
- ** Circling not authorized W of Rwy 15-33.



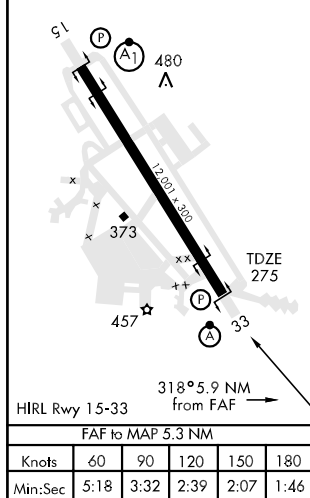
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700

ELEV 294



2600	MCN	MCN R-318	CLINT 11/RADAR			Remain within 15 NM	
VORTAC	NOTKE	6.8	138°	2600	318°	2000	
	5.7					≤ 2.68° TCH 56	
6			5.3 NM				
CATEGORY	A		B		C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)		
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)		860-2 566 (600-2)		960-2¼ 666 (700-2¼)

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy Idg 12,001 TDZE 294 Arpt Elev 294
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AL-442 [USAF]

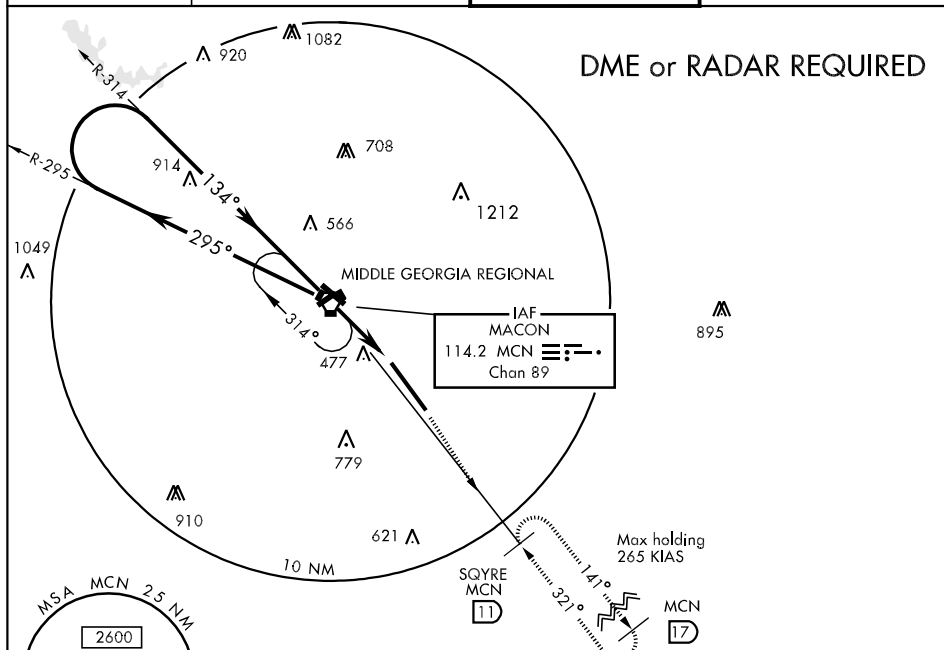
ROBINS AFB (KWRB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.
 ** Circling not authorized W of Rwy 15-33.

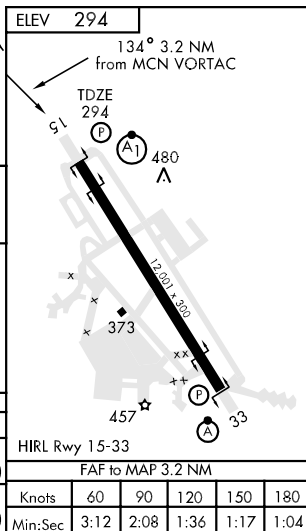
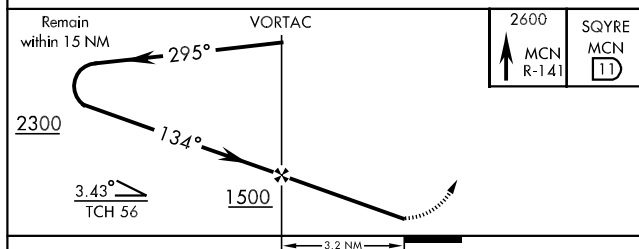


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS 119.475 233.4	ATLANTA APP CON 124.2 279.6	ROBINS TOWER 133.225 316.125	GND CON 121.85 275.8
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-15 *	840/24 546 (600-½)	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)	840-2¼ 546 (600-2¼)
CIRCLING **	840-1 546 (600-1)	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)	

WARM SPRINGS

ROOSEVELT MEM (5A9) 3 N UTC-5(-4DT) N32°56.23' W84°41.77'

ATLANTA

880 B S4 **FUEL** 100LL NOTAM FILE MCN

L-181

RWY 17-35: H3000X75 (ASPH) S-28 MIRL

RWY 17: Trees. **RWY 35:** Trees.

AIRPORT REMARKS: Unattended. 100LL self-serve, 24 hrs. Rwy 17 trees 125' left of centerline extd. Rwy 35 trees 125' left of centerline extd. MIRL Rwy 17-35 ops low ints dusk-0300Z‡, after 0300Z‡ **ACTIVATE**—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

COLUMBUS (H) VORTAC 117.1 CSG Chan 118 N32°36.92' W85°01.06' 039° 25.2 NM to fld. 630/01E.

WARNER ROBINS AIR PARK (5A2) 4SW UTC-5(-4DT) N32°33.64' W83°40.61'

ATLANTA

409 S2 NOTAM FILE MCN

RWY 09-27: 2833X130 (TURF) LIRL

RWY 09: Fence. **RWY 27:** Thld dsplcd 300'. Road.

AIRPORT REMARKS: Unattended. Rwy 09-27 outlined with tires. Rwy 27 dsplcd thld marked with lgts. **ACTIVATE** LIRL Rwy 09-27—CTAF.

COMMUNICATIONS: CTAF 122.9

WASHINGTON—WILKES CO (I1Y) 4 NW UTC-5(-4DT) N33°46.77' W82°48.95'

ATLANTA

646 B S2 **FUEL** 100LL, JET A NOTAM FILE I1Y

L-181

RWY 13-31: H4020X75 (ASPH) S-30 MIRL 0.3% up NW

IAP

RWY 13: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 31: PAPI(P2L)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z‡. Areas byd white rwy end stripes designated non-movement areas. **ACTIVATE** MIRL Rwy 13-31, PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (706) 678-3647.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

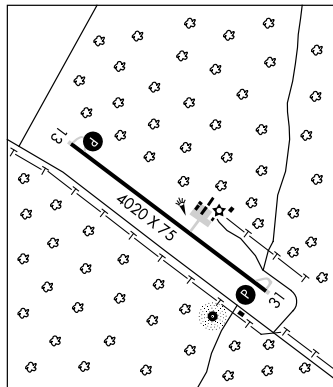
RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 111° 27.3 NM to fld. 790/00E. **HIWAS.**

NDB(MHW) 435 I1Y N33°46.49' W82°48.79' at fld.

NOTAM FILE MCN. SHUTDOWN.



WASSA N32°00.54' W80°59.20' NOTAM FILE MCN.

ATLANTA


NDB (LOM) 335 SV 277° 8.2 NM to Hunter AAF. Opr Mon-Thu 1200-0400Z‡, Fri 1200-2300Z‡, except holidays.

L-24H

WAAS CH 62809 W13A	APP CRS 129°	Rwy Idg 4020 TDZE 646 Apt Elev 646
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RNAV (GPS) RWY 13

WASHINGTON-WILKES COUNTY (IIY)

 **NA** When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility $\frac{1}{2}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile, and LNAV Cat C visibility $\frac{1}{4}$ mile. Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2400 direct
NICIY and via 048°
track to GOLFR and
hold.


AWOS-3
118.375

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrivals on
AHN VORTAC airway radials
043 CW 104.

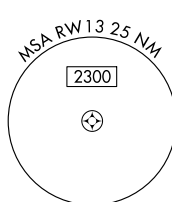
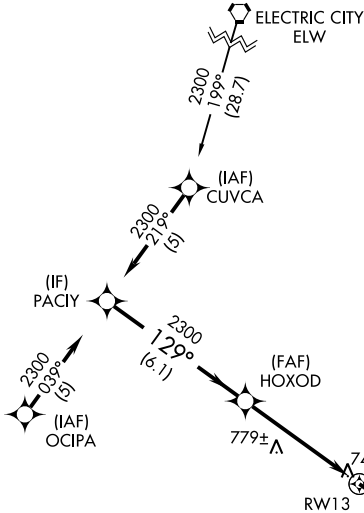
(IAF)
ATHENS
AHN



2300
105°
(16.5)

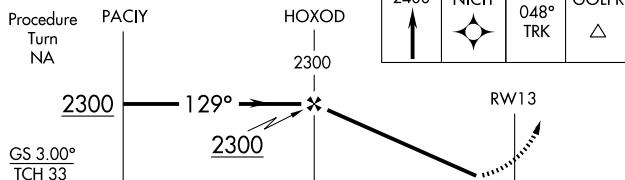
1239 Δ
PENFI 2300
067°
(10.7)

Procedure NA for arrivals at PENFI via V454 southwest bound.

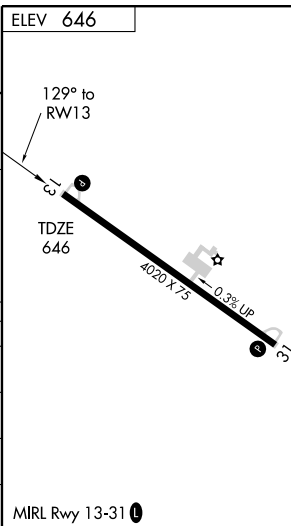


MISSED APCH FIX
GOLFR

4 NM

1037 NICIY

CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/ VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA



WAAS CH 45609 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev	4020 640 646
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RNAV (GPS) RWY 31

WASHINGTON-WILKES COUNTY (IIY)

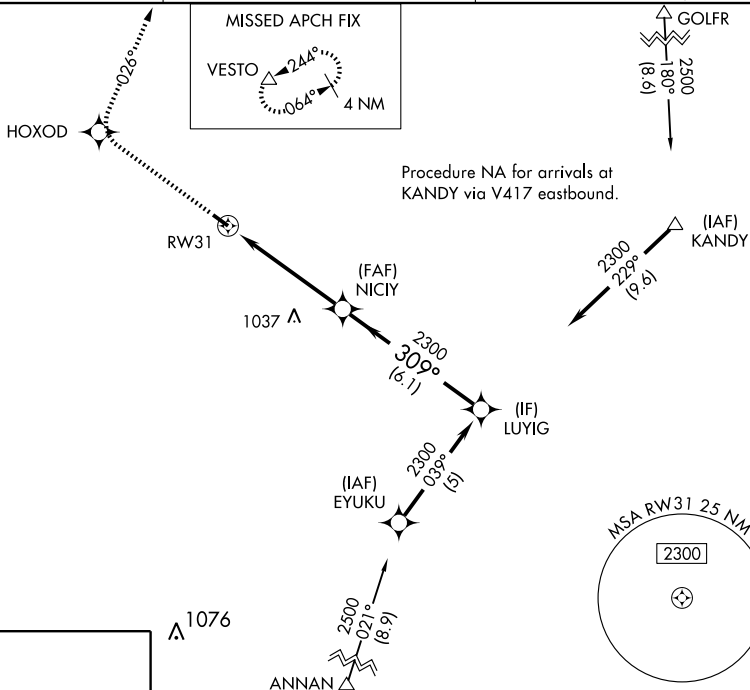
NA Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ¼ mile.

MISSED APPROACH:
Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

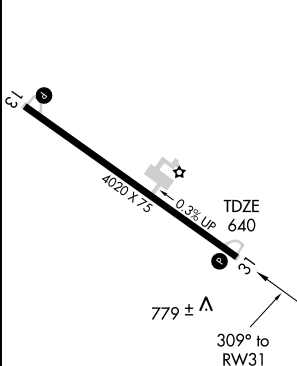
AWOS-3
118.375

ATLANTA APP CON ★
127.5 316.05

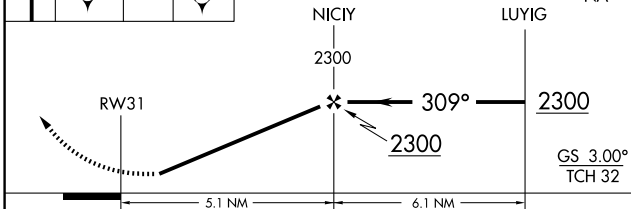
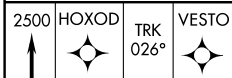
UNICOM
122.7 (CTAF) 0



ELEV 646




MIRL Rwy 13-31 0



CATEGORY	A	B	C	D
LPV DA	992-1¼	352 (400-1¼)		NA
LNAV/VNAV DA	1049-1½	409 (500-1½)		NA
LNAV MDA	1180-1	540 (600-1)	1180-1½ 540 (600-1½)	NA
CIRCLING	1180-1	534 (600-1)	1180-1½ 534 (600-1½)	NA

VORTAC AHN 109.6 Chan 33	APP CRS 111°	Rwy Idg 4020 TDZE 645 Apt Elev 645
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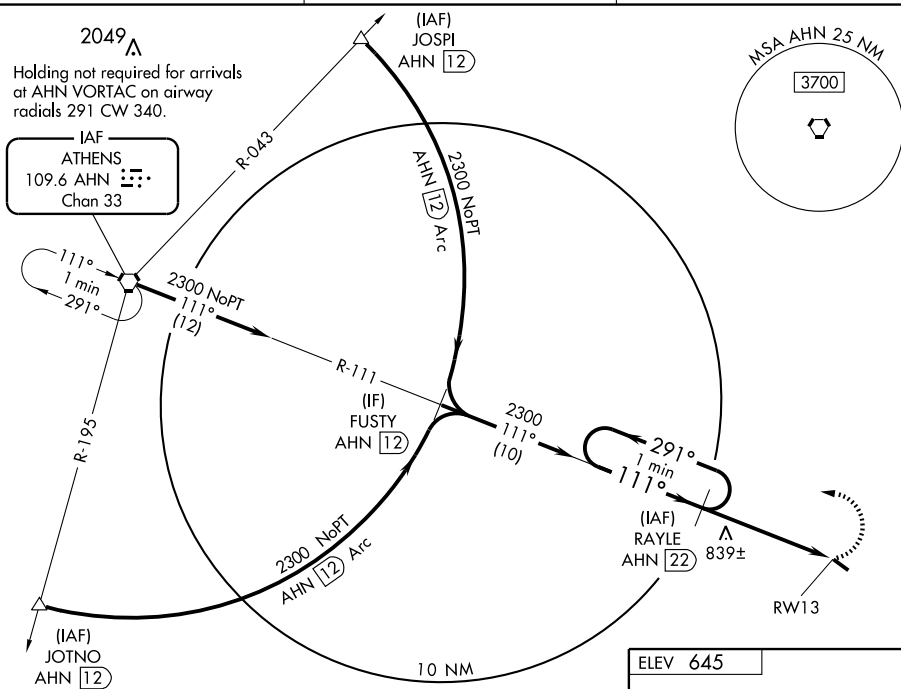
VOR/DME RWY 13
WASHINGTON-WILKES COUNTY (IIY)

 NA
 Visibility reduction by helicopters NA.
 If local altimeter setting not received, use Athens
 altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2300
 via AHN R-111 to RAYLE/22 DME and hold.

AWOS-3
118.375

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.7 (CTAF) **L**

One Minute Holding Pattern

RAYLE
AHN 22

2300
AHN R-1

RAYLE
AHN 22

ELEV 645

111° 5 NM
from FAF

TDZE
645

4020 X 75 ← 0.3% UP

CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

MIRL Rwy 13-31 **L**

WAYCROSS—WARE CO (AYS) 3 NW UTC-5(-4DT) N31°14.90' W82°23.72'

JACKSONVILLE

142 B FUEL 100LL, JET A1 NOTAM FILE AYS

H-9B, 12F, L-24H

RWY 18-36: H6000X100 (ASPH) S-45, D-70, 2S-88 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P2L)—TCH 33'. Tree.

RWY 36: Trees. PAPI (P2L).

RWY 05-23: H5035X100 (ASPH) S-18

RWY 05: Trees. RWY 23: Trees.

RWY 13-31: H3528X100 (ASPH) S-18

RWY 13: Thld displcd 500'. Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended Oct-Mar 1200-0000Z†, Apr-Sep 1300-0100Z†. For fuel after hrs call 912-287-4335. Parachute Jumping. Rwy pavement cracked, vegetation in rwy and along edges. Unlgt'd 344 ft MSL twr 3 mi SE. After 0300Z† ACTIVATE HIRL Rwy 18-36, REIL Rwy 18 and MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (912) 287-4466.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 110.2T (MACON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.3

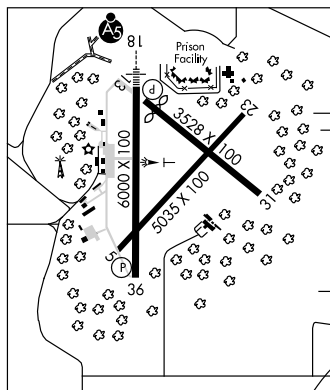
GCO 121.725 (FLIGHT SERVICES)

AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

(L) VORTAC 110.2 AYS Chan 39 N31°16.17' W82°33.39'
099° 8.4 NM to fld. 150/00E.

WIKET NDB (LOM) 219 AY N31°19.54' W82°23.89' 183° 4.6 NM to fld.

ILS 108.3 I-AYS Rwy 18. Class IB. LOM WIKET NDB.

**WAYNESBORO****BURKE CO** (BXG) 3 S UTC-5(-4DT) N33°02.48' W82°00.16'

ATLANTA

302 B NOTAM FILE MCN

L-24I

RWY 08-26: H4035X75 (ASPH) S-20 MIRL

IAP

RWY 08: Trees. RWY 26: Thld displcd 100'. Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 08-26—CTAF.**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

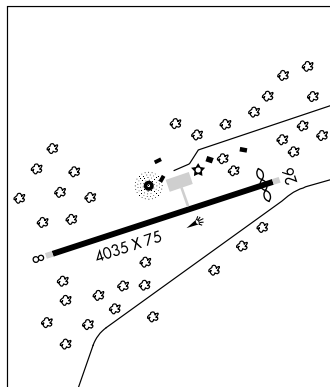
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 173° 40.7 NM to fld. 428/04W.

NDB(MHW) 356 BXG N33°02.55' W82°00.29' at fld.

NOTAM FILE MCN. NDB unmonitored.

**WEST GEORGIA RGNL—OV GRAY FLD** (See CARROLLTON)**W H 'BUD' BARRON** (See DUBLIN)**WHITFIELD** N34°47.37' W84°56.76' NOTAM FILE DNN.

ATLANTA

NDB (MHW) 400 UWI 140° 5.6 NM to Dalton Muni.

L-24A

WIKET N31°19.54' W82°23.89' NOTAM FILE AYS.

JACKSONVILLE

NDB (LOM) 219 AY 183° 4.6 NM to Waycross-Ware Co.

L-24A

LOC I-AYS 108.3	APP CRS 184°	Rwy Idg TDZE Apt Elev	6000 141 142
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 18

WAYCROSS-WARE COUNTY (AYS)

▼ If local altimeter setting not received use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.



MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.

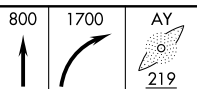
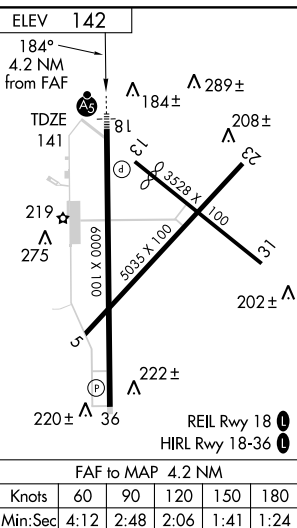
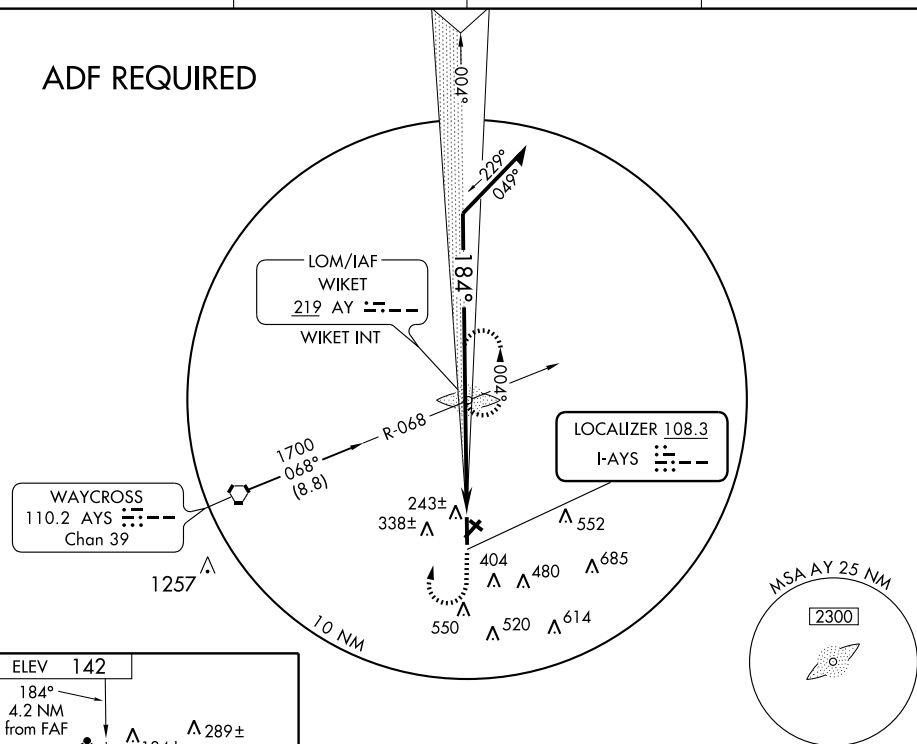
AWOS-3
118.575

JACKSONVILLE CENTER
132.3 290.4

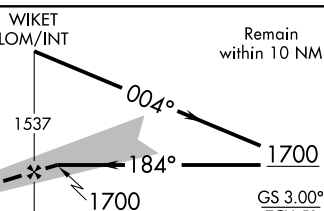
GCO
121.725

UNICOM
122.8 (CTAF) 0

ADF REQUIRED



VGS and ILS Glidepath not coincident.



Remain within 10 NM

GS 3.00° TCH 51

CATEGORY	A	B	C	D
S-ILS 18	341-½ 200 (200-½)			
S-LOC 18	620-½ 479 (500-½)	620-¾ 479 (500-¾)	620-1 479 (500-1)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

WAAS CH 45509 W18A	APP CRS 184°	Rwy Idg 6000 TDZE 141 Apt Elev 142
--	------------------------	---

RNAV (GPS) RWY 18

WAYCROSS-WARE COUNTY (AYS)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALS, increase LPV all Cats visibility to 1.

MALSR

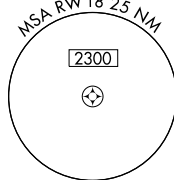
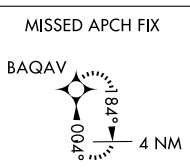
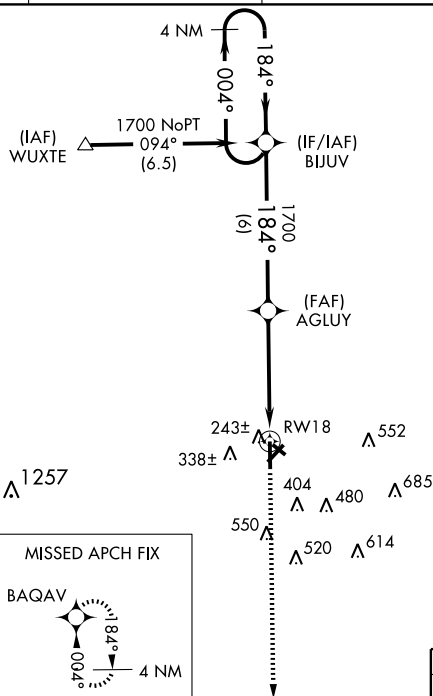


MISSED APPROACH:
Climb to 1800 direct
BAQAV and hold.

AWOS-3
118.575

JACKSONVILLE CENTER
132.3 290.4

GCO
121,725

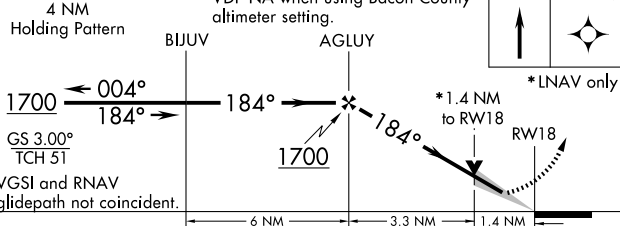
UNICOM
122.8 (CTAF) **L**

4 NM
Holding Pattern

VDP NA when using Bacon County altimeter setting.

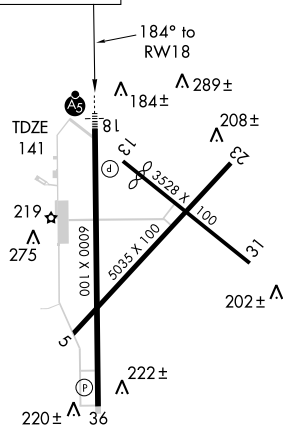
1800

BAQAV



CATEGORY	A	B	C	D
LPV DA	400- $\frac{1}{2}$ 259 (300- $\frac{1}{2}$)			
RNAV/ VNAV DA	NA			
RNAV MDA	620- $\frac{1}{2}$ 479 (500- $\frac{1}{2}$)		620- $\frac{3}{4}$ 479 (500- $\frac{3}{4}$)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700- $\frac{1}{2}$ 558 (600- $\frac{1}{2}$)	720-2 578 (600-2)

ELEV 142



REIL Rwy 18 **L**
HIRL Rwy 18-36 **L**

WAYCROSS, GEORGIA
Orig 09239

31°15'N - 82°24'W

WAYCROSS-WARE COUNTY (AYS)
RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 56209 W36A	APP CRS 004°	Rwy Idg TDZE 141 Apt Elev 142
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RNAV (GPS) RWY 36

WAYCROSS-WARE COUNTY (AYS)

▼ If local altimeter setting not received, use Bacon County
 ▲ altimeter setting and increase all DAs/MDAs 60 feet.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
1700 direct BIJUV and hold.

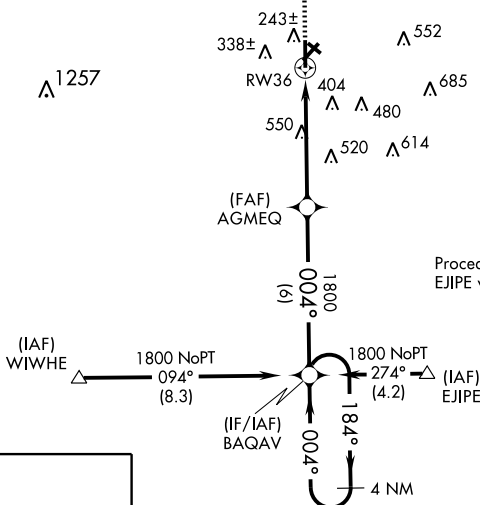
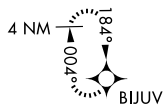
AWOS-3
118.575

JACKSONVILLE CENTER
132.3 290.4

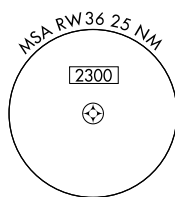
GCO
121.725

UNICOM
122.8 (CTAF) **1**

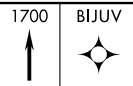
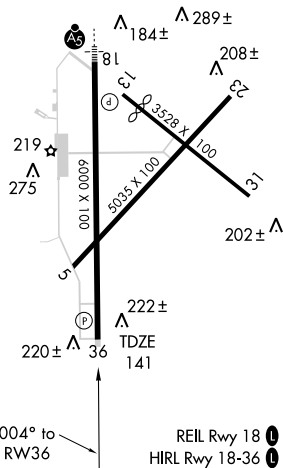
MISSED APCH FIX



Procedure NA for arrivals at
EJIPE via V243 southeast bound.



ELEV **142**



VDP NA when using Bacon County
altimeter setting.

*LNAV only

*2.1 NM to RW36

2.1 NM

2.9 NM

6 NM

AGMEQ

BAQAV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
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1700 BIJUV

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184°

004°

004°

1800

GS 3.00°

TCH 50

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glidepath not coincident.

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Holding Pattern

1700 BIJUV

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184°

004°

004°

1800

GS 3.00°

TCH 50

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Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

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1800

184°

004°

004°

1800

GS 3.00°

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glidepath not coincident.

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Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

1700 BIJUV

1800

184°

004°

004°

1800

GS 3.00°

TCH 50

VGSI and RNAV
glidepath not coincident.

4NM
Holding Pattern

VORTAC AYS 110.2 Chan 39	APP CRS 099°	Rwy Idg TDZE Apt Elev N/A N/A 142
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VOR-A

WAYCROSS-WARE COUNTY (AYS)

▼ If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.

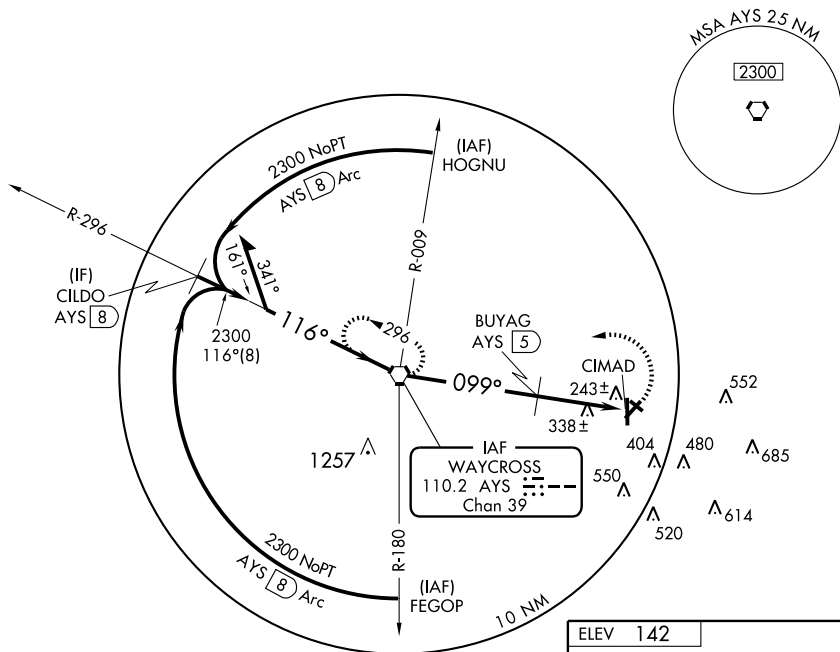
MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

AWOS-3
118.575

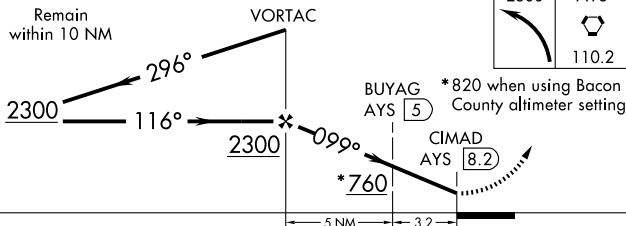
JACKSONVILLE CENTER
132.3 290.4

GCO
121.725

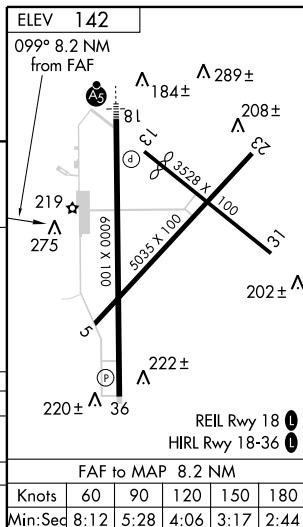
UNICOM
122.8 (CTAF) **0**



Remain
within 10 NM



CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)	760-1 3/4 618 (700-1 3/4)	760-2 618 (700-2)	
BUYAG FIX MINIMUMS				
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1 1/2 558 (600-1 1/2)	720-2 578 (600-2)



VOR-A

WAYCROSS—WARE CO (AYS) 3 NW UTC-5(-4DT) N31°14.90' W82°23.72'

JACKSONVILLE

142 B FUEL 100LL, JET A1 NOTAM FILE AYS

H-9B, 12F, L-24H

RWY 18-36: H6000X100 (ASPH) S-45, D-70, 2S-88 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P2L)—TCH 33'. Tree.

RWY 36: Trees. PAPI (P2L).

RWY 05-23: H5035X100 (ASPH) S-18

RWY 05: Trees. RWY 23: Trees.

RWY 13-31: H3528X100 (ASPH) S-18

RWY 13: Thld displcd 500'. Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended Oct-Mar 1200-0000Z†, Apr-Sep 1300-0100Z†. For fuel after hrs call 912-287-4335. Parachute Jumping. Rwy pavement cracked, vegetation in rwy and along edges. Unlgt'd 344 ft MSL twr 3 mi SE. After 0300Z† ACTIVATE HIRL Rwy 18-36, REIL Rwy 18 and MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (912) 287-4466.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 110.2T (MACON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.3

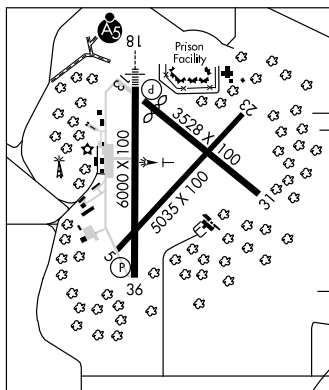
GCO 121.725 (FLIGHT SERVICES)

AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

(L) VORTAC 110.2 AYS Chan 39 N31°16.17' W82°33.39'
099° 8.4 NM to fld. 150/00E.

WIKET NDB (LOM) 219 AY N31°19.54' W82°23.89' 183° 4.6 NM to fld.

ILS 108.3 I-AYS Rwy 18. Class IB. LOM WIKET NDB.

**WAYNESBORO****BURKE CO** (BXG) 3 S UTC-5(-4DT) N33°02.48' W82°00.16'

ATLANTA

302 B NOTAM FILE MCN

L-24I

RWY 08-26: H4035X75 (ASPH) S-20 MIRL

IAP

RWY 08: Trees. RWY 26: Thld displcd 100'. Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 08-26—CTAF.**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

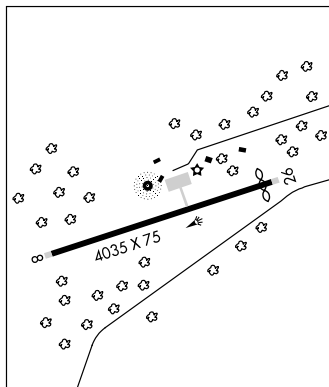
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 173° 40.7 NM to fld. 428/04W.

NDB(MHW) 356 BXG N33°02.55' W82°00.29' at fld.

NOTAM FILE MCN. NDB unmonitored.

**WEST GEORGIA RGNL—OV GRAY FLD** (See CARROLLTON)**W H 'BUD' BARRON** (See DUBLIN)**WHITFIELD** N34°47.37' W84°56.76' NOTAM FILE DNN.

ATLANTA

NDB (MHW) 400 UWI 140° 5.6 NM to Dalton Muni.

L-24A

WIKET N31°19.54' W82°23.89' NOTAM FILE AYS.

JACKSONVILLE

NDB (LOM) 219 AY 183° 4.6 NM to Waycross-Ware Co.

L-24A

NDB RWY 8

WAYNESBORO/ BURKE COUNTY (BXG)

NDB BXG 356	APP CRS 067°	Rwy Idg TDZE Apt Elev	4035 295 302
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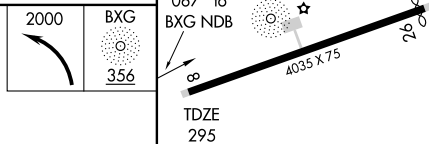
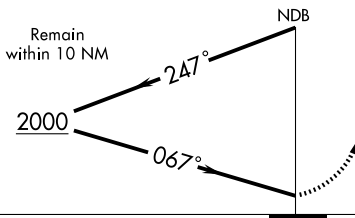
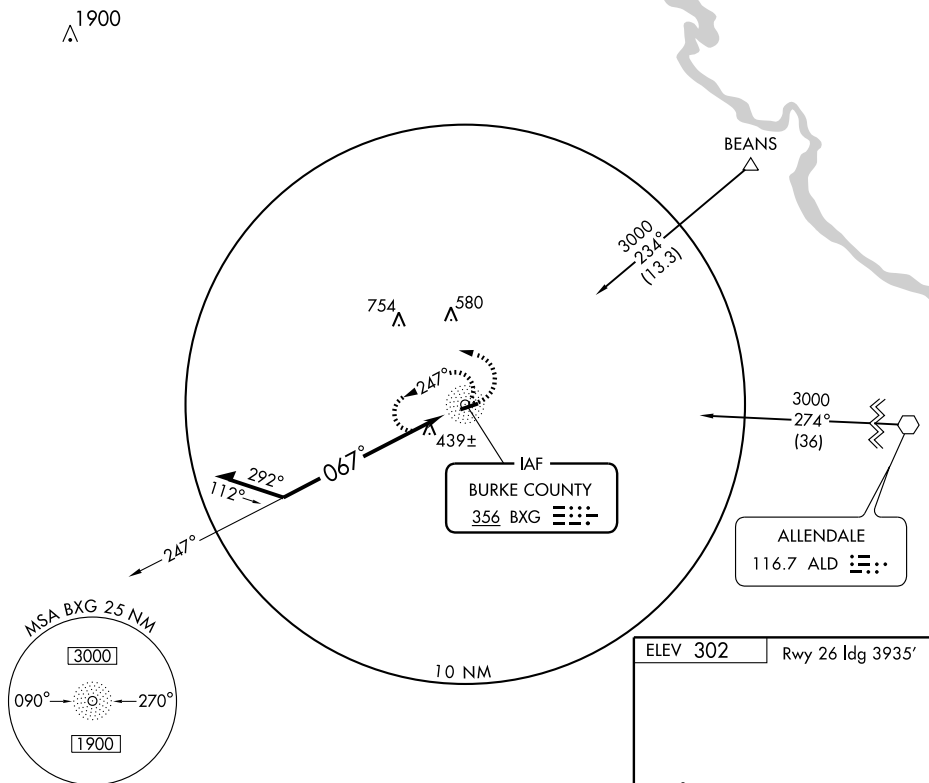


Use Augusta Rgnl at Bush
Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in
BXG NDB holding pattern.

AUGUSTA APP CON ★
126.8 270.3

CTAF
122.9 0



CATEGORY	A	B	C	D
S-8	900-1 605 (600-1)		900-1 ³ / ₄ 605 (600-1 ³ / ₄)	NA
CIRCLING	900-1 598 (600-1)		900-1 ³ / ₄ 598 (600-1 ³ / ₄)	NA

Knots	60	90	120	150	180
Min:Sec					

MIRL Rwy 8-26 0

APP CRS **075°**
Rwy Idg **4035**
TDZE **295**
Apt Elev **302**

RNAV (GPS) RWY 8

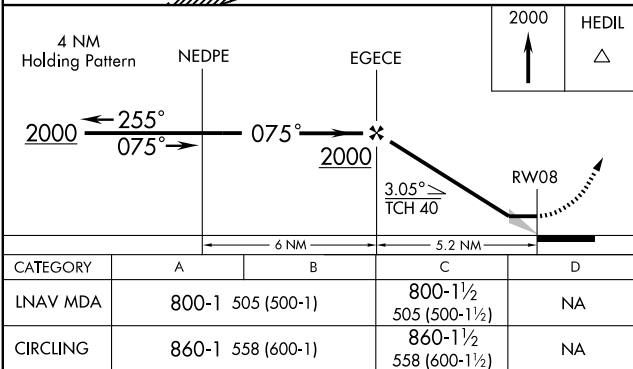
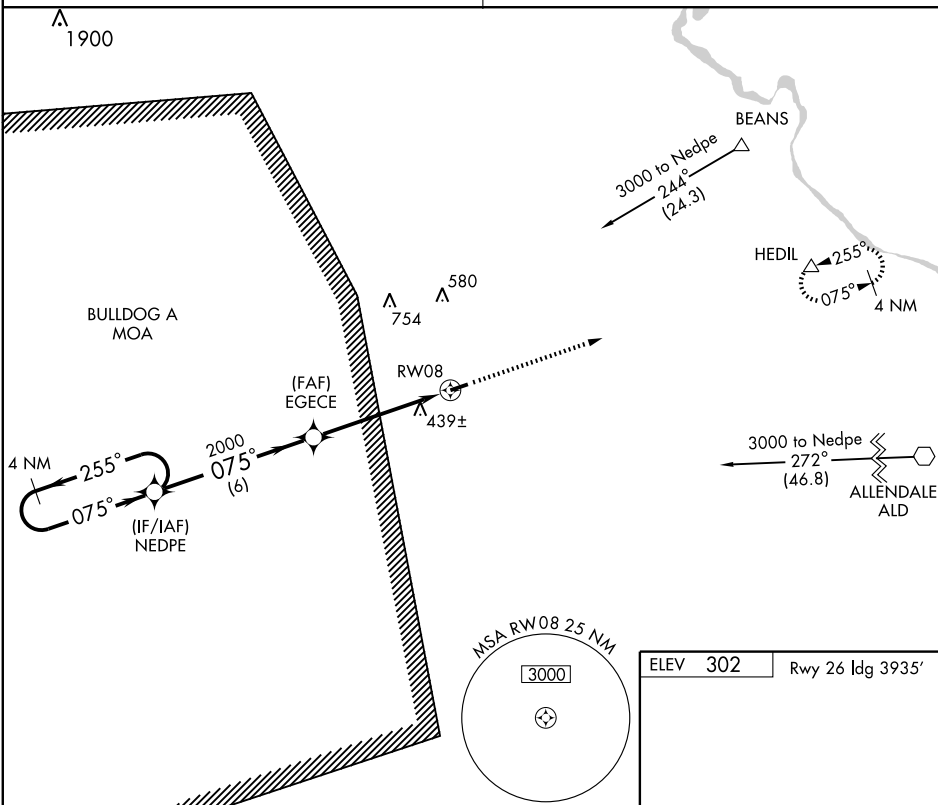
WAYNESBORO/ BURKE COUNTY (BXG)

▼ Use Augusta Rgnl or Bush Field altimeter setting.
▲ NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

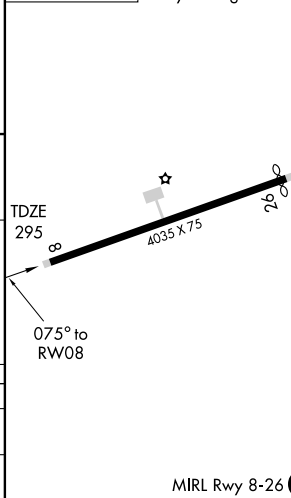
MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★
126.8 270.3

CTAF
122.90



ELEV 302 Rwy 26 Idg 3935'



APP CRS 255°	Rwy Idg 3935
	TDZE 302
	Apt Elev 302

RNAV (GPS) RWY 26

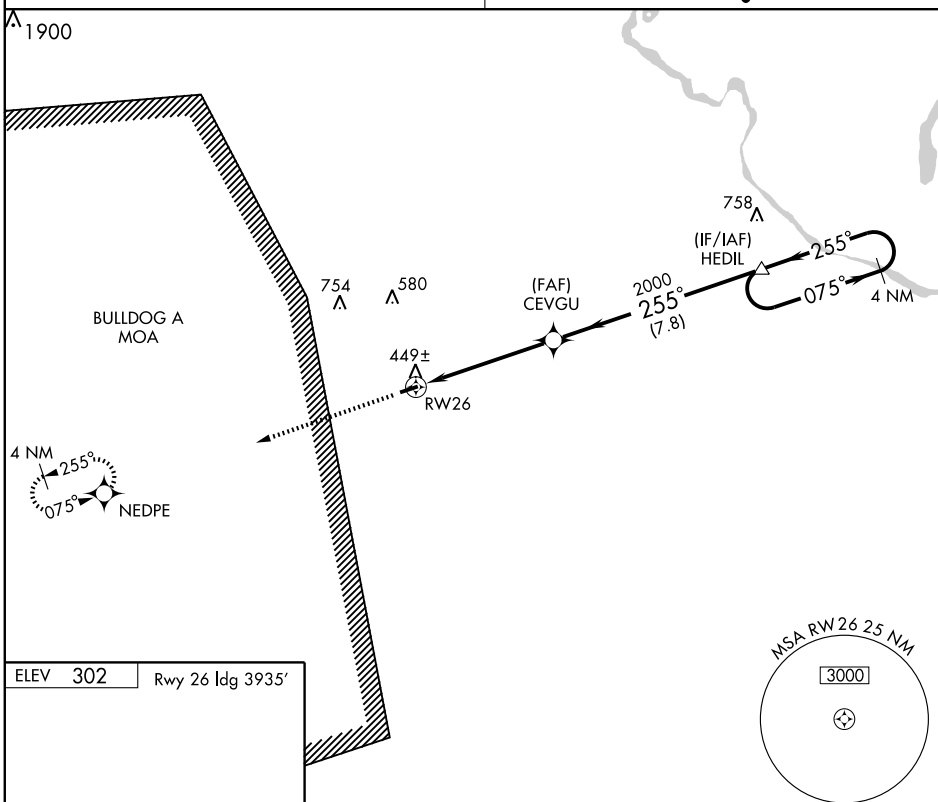
WAYNESBORO/ BURKE COUNTY (BXX)

▼ Use Augusta Rgnl at Bush Field altimeter setting.
▲ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

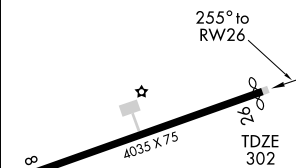
MISSED APPROACH: Climb to 2000 direct NEDPE and hold.

AUGUSTA APP CON ★
126.8 270.3

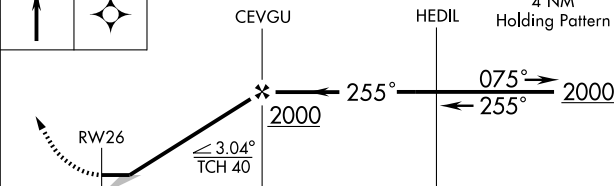
CTAF
122.90



ELEV 302 Rwy 26 Idg 3935'



2000 NEDPE



CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26

WILLIAMSON**PEACH STATE** (GA2) 1 W UTC-5(-4DT) N33°11.01' W84°22.30'

ATLANTA

926 S2 **FUEL** 100LL NOTAM FILE MCN

RWY 13-31: 2400X100 (TURF)

RWY 13: Trees. Rgt tfc.

RWY 31: Fence.

AIRPORT REMARKS: Attended 1400-2300Z. Ctc FBO at 770-227-9989. Rwy 13 and 31 thlds marked by tires.**COMMUNICATIONS:** CTAF/UNICOM 122.8**WILLIS** N30°58.36' W84°31.56' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 359 LYZ 273° 5.7 NM to Decatur Co Industrial Airpark.

L-21D, 221

WINDER**BARROW CO** (WDR) 3 E UTC-5(-4DT) N33°58.97' W83°40.05'

ATLANTA

943 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE WDR

H-9B, 126, L-18J

RWY 13-31: H5500X100 (ASPH) S-20 HIRL 0.5% up NW

IAP

RWY 13: PAPI(P4L)—GA 3.0° TCH 30'. Trees.

RWY 31: MALSR. PAPI(P4L)—GA 4.0°. Thld dsplcd 340'. Railroad.

RWY 05-23: H3610X100 (ASPH) S-20 MIRL 0.5% up SW

RWY 05: PAPI(P2L)—GA 3.0° TCH 22'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. Deer on and in/ov arpt. HIRL Rwy 13-31 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23, Rwy 13 and Rwy 31, MALSR Rwy 31 and twy lgts—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.575 (770) 868-0642.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (1115-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

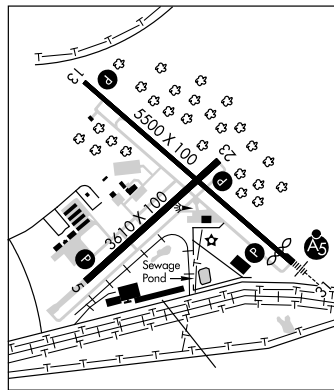
W83°19.49' 274° 17.2 NM to fld. 790/00E. **HIWAS.**

NDB (MHW) 404 BMW N33°56.12' W83°35.37' 311° 4.8

NM to fld. NOTAM FILE WDR. (Unmonitored holidays and daily

0100-1300Z). NDB unusable byd 15 NM.

ILS/DME 111.5 I-IDR Chan 52 Rwy 31. ILS unmonitored.

**WOOLSEY****RUST AIRSTRIP** (3RU) 2 S UTC-5(-4DT) N33°19.97' W84°24.05'

ATLANTA

810 NOTAM FILE MCN

RWY E-W: 2750X120 (TURF)

RWY E: Trees.

RWY W: Trees.

AIRPORT REMARKS: Unattended.**COMMUNICATIONS:** CTAF 122.9**WRENS MEML** (65J) 1 N UTC-5(-4DT) N33°13.37' W82°23.07'

ATLANTA

450 B NOTAM FILE MCN

L-141

RWY 11-29: H3000X50 (ASPH) S-20 MIRL

RWY 11: Trees.

RWY 29: Road.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 11-29—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 205° 31.1 NM to fld. 428/04W.

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (See FORT STEWART (HINESVILLE))**YATES** N32°55.14' W84°11.24' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LOM) 339 OP 302° 4.4 NM to Thomaston—Upson Co.

L-141

LOC/DME I-DR 111.5 Chan 52	APP CRS 316°	Rwy Idg TDZE Apt Elev	5160 920 943
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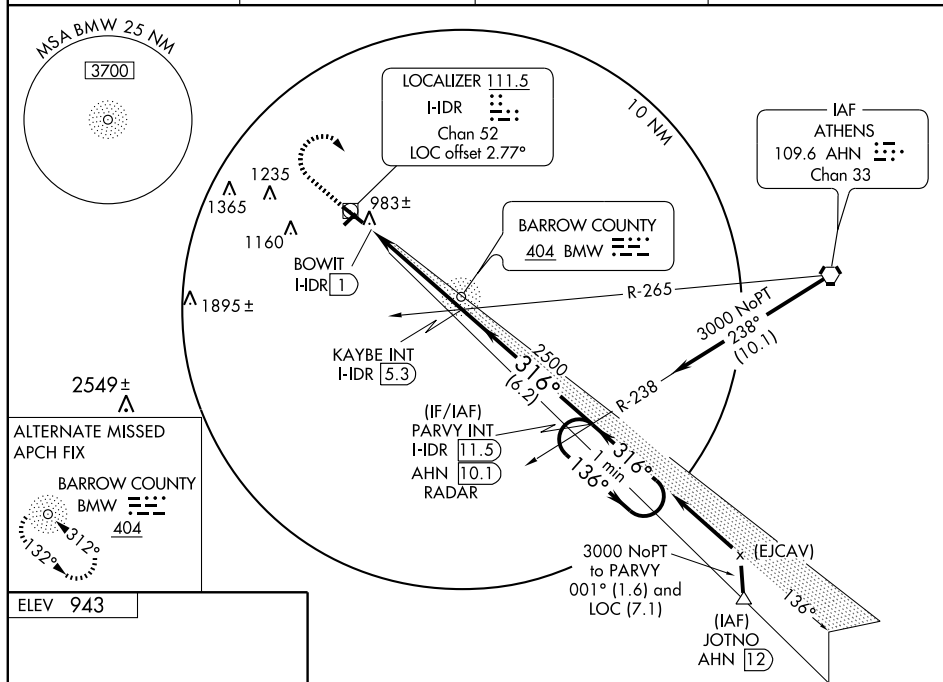
AL-5360 (FAA)

ILS or LOC RWY 31

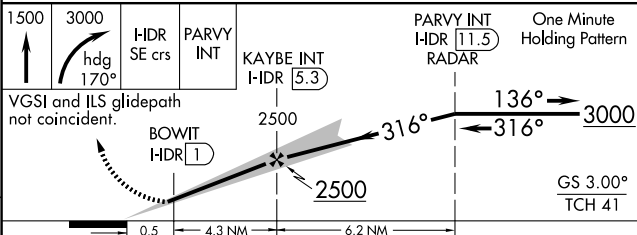
WINDER/ BARROW COUNTY (WDR)

<p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase S-ILS 31 DA to 1229 and all MDA 60 feet; increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 31 all Cats and S-LOC 31 Cats A/B/C. For inoperative MALSR, increase S-LOC 31 Cat D visibility to 1¼. When using Athens altimeter setting, inoperative table does not apply to S-LOC 31 Cats A/B, and for inoperative MALSR, increase S-LOC Cat C visibility to 1¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 170° and HDR SE course to PARVY INT/HDR 11.5 DME/RADAR and hold.</p>
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AWOS-3 118.575	ATLANTA APP CON ★ 132.475 291.1	GCO 121.725	UNICOM 123.0 (CTAF)
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1170-1	250 (300-1)		
S-LOC 31	1300-1	380 (400-1)		
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

HIRL Rwy 13-31
MIRL Rwy 5-23

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

WINDER, GEORGIA

Orig-A 03JUN10

WINDER/ BARROW COUNTY (WDR)

33° 59'N-83° 40'W

ILS or LOC RWY 31

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB BMW 404	APP CRS 312°	Rwy Idg TDZE Apt Elev	5160 920 943
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AL-5360 (FAA)

NDB RWY 31

WINDER/BARROW COUNTY (WDR)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 60 feet; increase S-31 Cats C/D and Circling Cat C visibility ¼ mile. Inoperative tables does not apply to S-31 Cats A and B.

MALSR



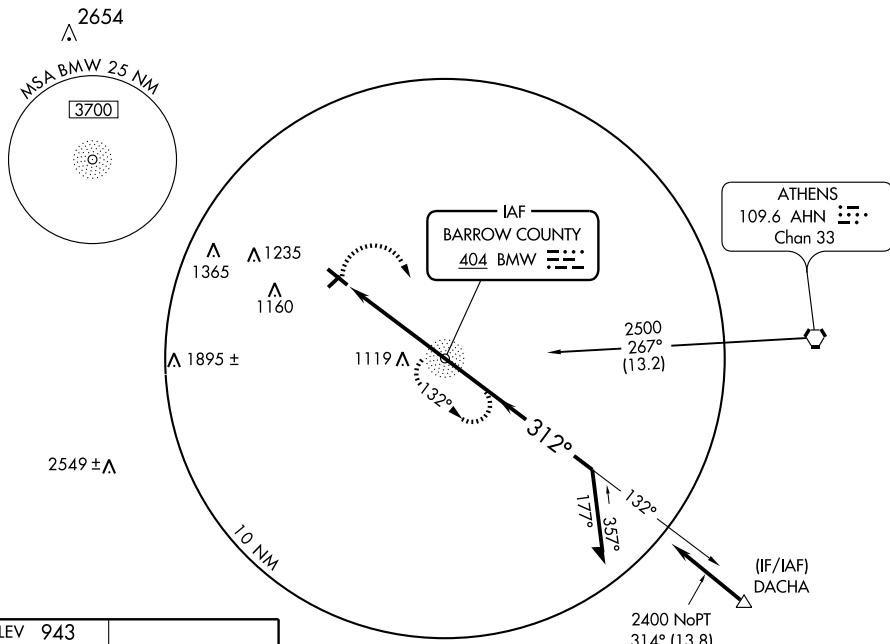
MISSED APPROACH: Climbing right turn to 2500 direct BMW NDB and hold.

AWOS-3
118.575

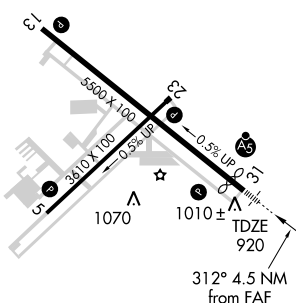
ATLANTA APP CON ★
132.475 291.1

GCO
121.725

UNICOM
123.0 (CTAF)



ELEV 943

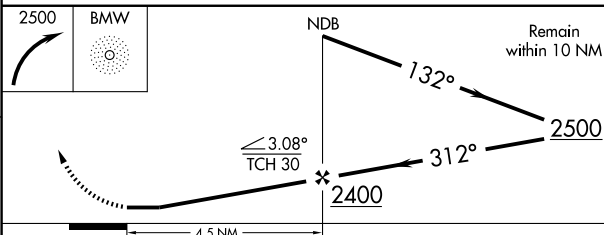


HIRL Rwy 13-31

MRL Rwy 5-23

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-31	1480-1	560 (600-1)		1480-1½ 560 (600-1½)
CIRCLING	1480-1 537 (600-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

WAAS CH 90305 W13A	APP CRS 134°	Rwy Idg TDZE 935 Apt Elev 943	5500
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AL-5360 (FAA)

RNAV (GPS) RWY 13

WINDER/BARROW COUNTY (WDR)

▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1264, LNAV/VNAV DA all Cats to 1479 and all MDA 60 feet; increase LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

AWOS-3
118.575

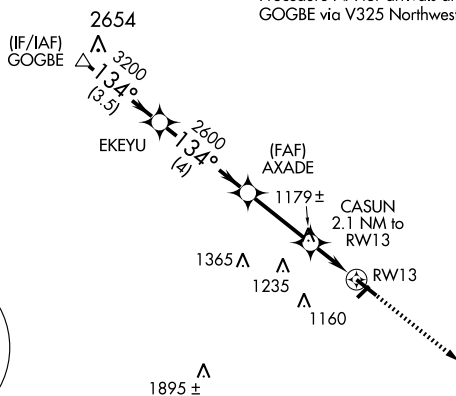
ATLANTA APP CON ★
132.475 291.1

GCO
121.725

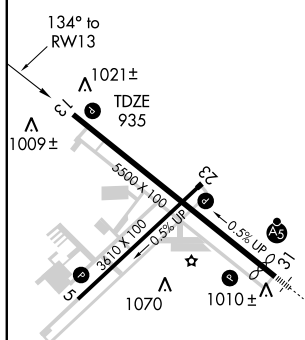
UNICOM
123.0 (CTAF)

Λ 2220

Procedure NA for arrivals at GOGBE via V325 Northwest bound.



ELEV 943

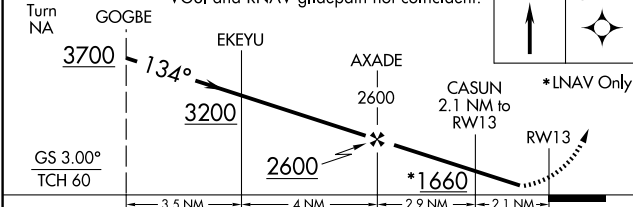


HIRL Rwy 13-31
MIRL Rwy 5-23

Λ 2549 ±



Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1205-1 270 (300-1)			
LNAV/VNAV DA	1420-1¾ 485 (500-1¾)			
LNAV MDA	1300-1 365 (400-1)			1300-1¼ 365 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

WAAS CH 82516 W23A	APP CRS 231°	Rwy Idg TDZE Apt Elev	3610 928 943
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AL-5360 (FAA)

RNAV (GPS) RWY 23

WINDER/BARROW COUNTY (WDR)

▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1237, LNAV/VNAV DA all Cats to 1332, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

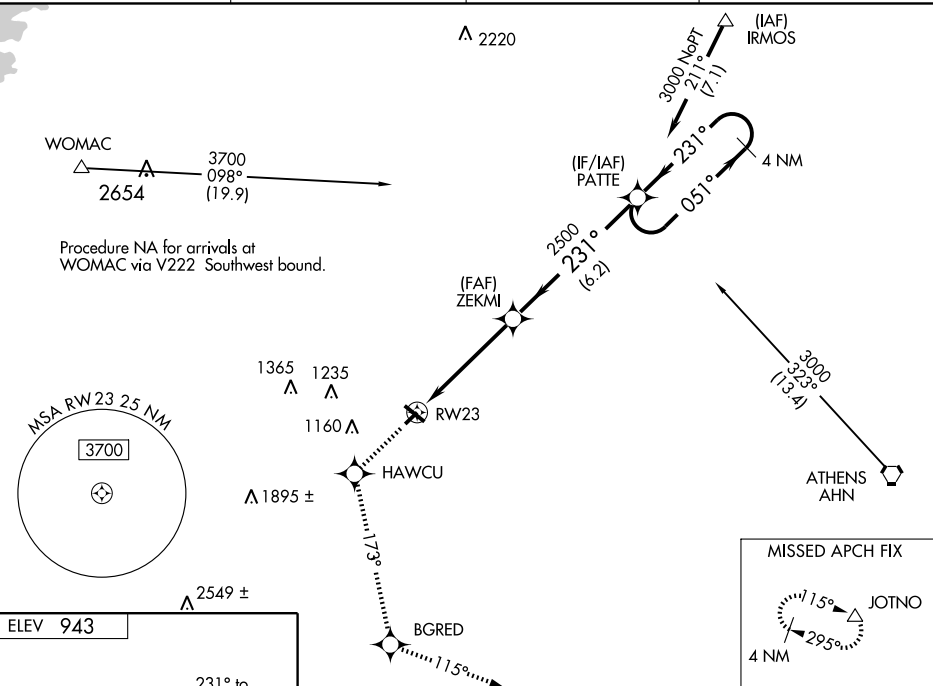
MISSED APPROACH: Climb to 3000 direct HAWCU and via track 173° to BGRED and via track 115° to JOTNO and hold.

AWOS-3
118.575

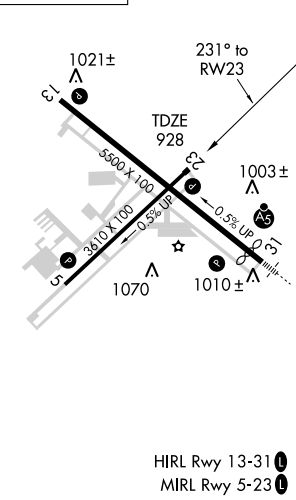
ATLANTA APP CON ★
132.475 291.1

GCO
121.725

UNICOM
123.0 (CTAF) ①



ELEV 943



HIRL Rwy 13-31 ①
MIRL Rwy 5-23 ①

	3000	HAWCU	BGRED	JOTNO	PATTE	4 NM Holding Pattern
	↑	tr 173°	tr 115°	△		
		RW23	ZEKMI 2500			051° → 3000 ← 231°
			2500			GS 3.00° TCH 40
		4.8 NM	6.2 NM			
CATEGORY	A	B	C	D		
LPV DA	1178-1	250 (300-1)				
LNAV/VNAV DA	1273-1¼	345 (400-1¼)				
LNAV MDA	1320-1	392 (400-1)			1320-1¼ 392 (400-1¼)	
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)		

WAAS CH 69305 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	5160 920 943
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AL-5360 (FAA)

RNAV (GPS) RWY 31

WINDER/BARROW COUNTY (WDR)

- ▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1229, LNAV/VNAV DA all Cats to 1331, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A/B. When using Athens altimeter setting, inoperative table does not apply to LNAV Cats A/B.

MALSR



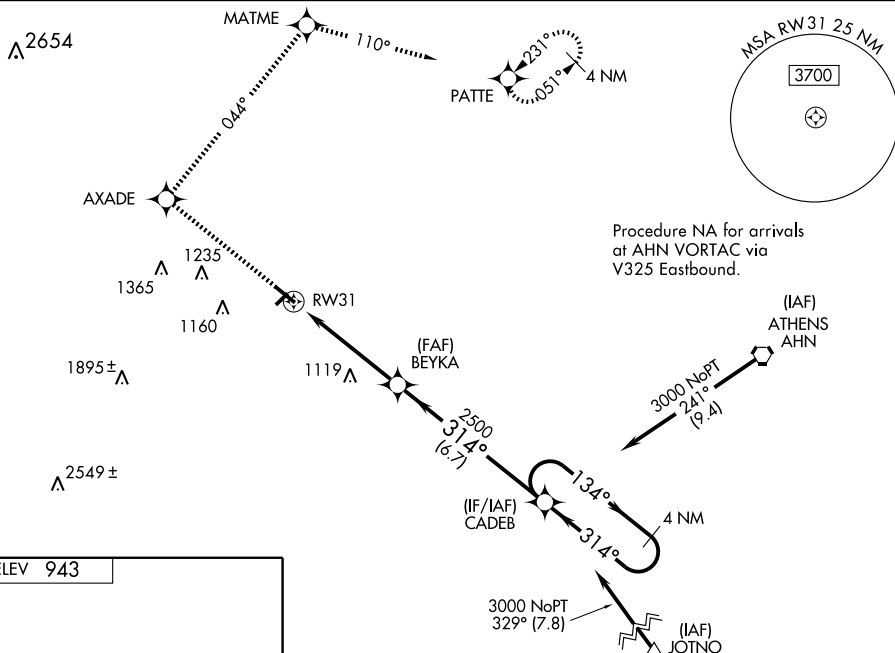
MISSED APPROACH:
Climb to 3000 direct
AXADE and right turn
via track 044° to
MATME and via track
110° to PATTE and
hold.

AWOS-3
118.575

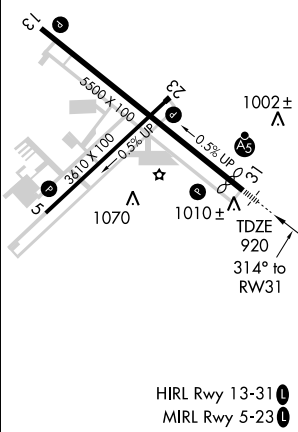
ATLANTA APP CON ★
132.475 291.1

GCO
121.725

UNICOM
123.0 (CTAF)



ELEV 943



	3000	AXADE	MATME	PATTE	CADEB	4 NM Holding Pattern
	↑	✱	tr 044°	tr 110°	✱	
	VGSI and RNAV glidepath not coincident.		BEYKA			
			2500			
			4.8 NM	6.7 NM		
CATEGORY	A		B		C	
LPV DA	1170-1		250 (300-1)			
LNAV/VNAV DA	1272-1		352 (400-1)			
LNAV MDA	1420-1		500 (500-1)			
CIRCLING	1420-1 477 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)		

VORTAC AHN 109.6 Chan 33	APP CRS 277°	Rwy Idg TDZE Apt Elev	N/A N/A 943
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VOR/DME-A

WINDER/BARROW COUNTY (WDR)

▼
▲ NA

When local altimeter setting not received,
use Athens altimeter setting and increase
all MDA 60 feet.

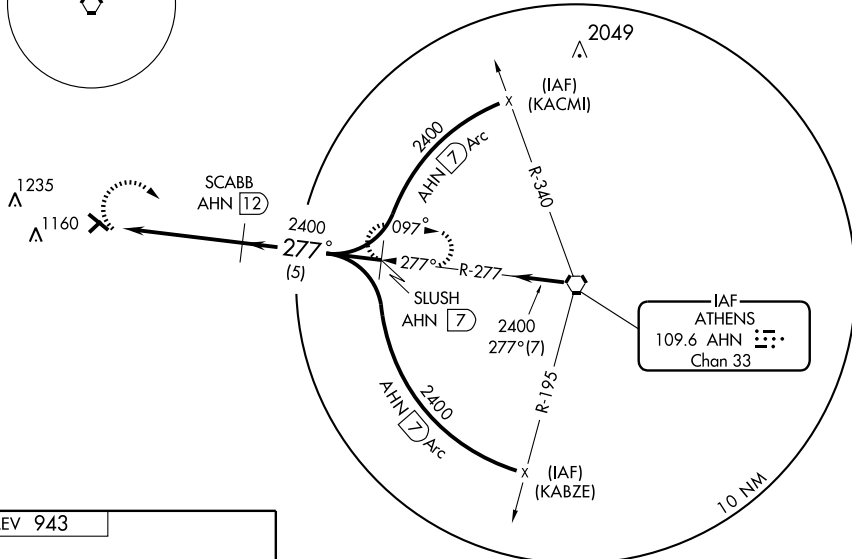
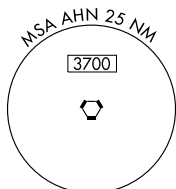
MISSED APPROACH: Climbing right turn to 2400
via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3
118.575

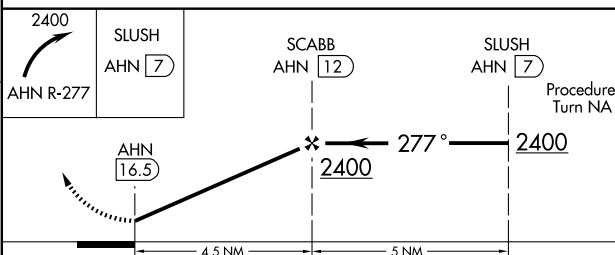
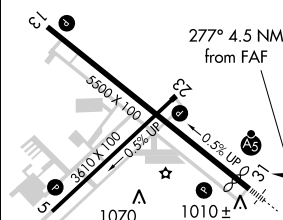
ATLANTA APP CON ★
132.475 291.1

GCO
121.725

UNICOM
123.0 (CTAF) ①



ELEV 943



HIRL Rwy 13-31 ①
MIRL Rwy 5-23 ①

CATEGORY	A	B	C	D
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)